35 cents

OCT 23 1952

OCTOBER 1952

PACIFIC FISHERMAN

FISH & WILDLIFE SERVICE
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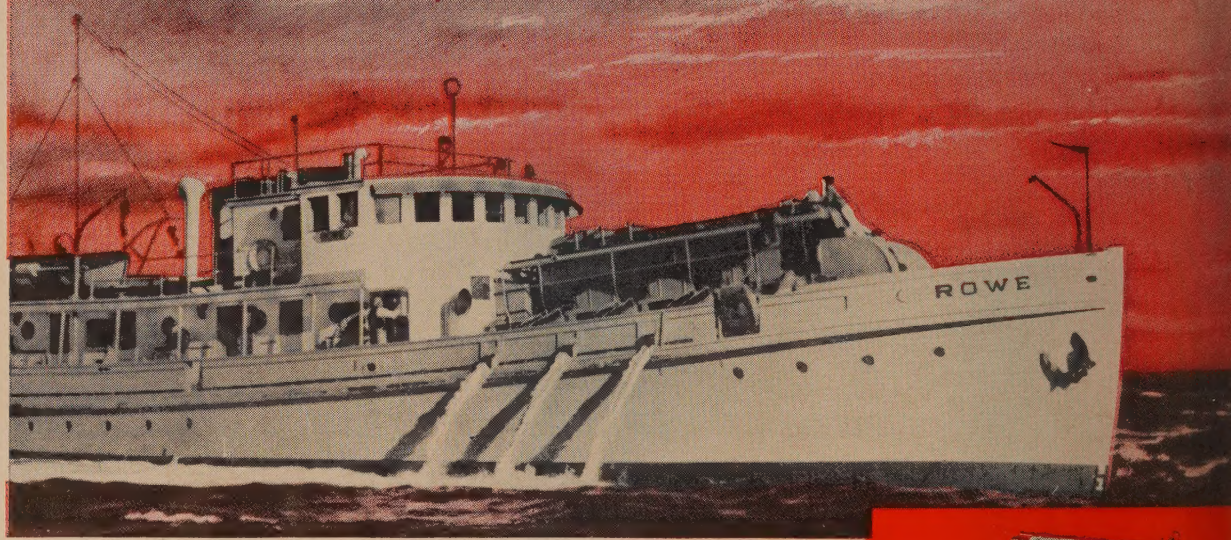
HONOLULU T H

Top fish in a 30-ton catch of Jack Mackerel were looking Capt. Charley Buchan Jr. in the eye when Lee Beveridge of the Van Camp Sea Food Co. took this picture as the net of the seiner "Pacific Pearl" was prepared for brailing. Jack Mackerel, scarcely utilized a few years ago, today is one of the big items in American canned fish, with 668,000 cases packed in 1951.

POWERED BY
TWIN ATLAS DIESELS
OYSTER HARVESTER "ROWE"
OPERATES AT 11 TO 12 KNOTS

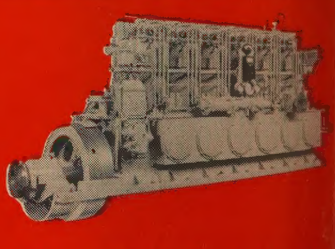


The modern oyster harvester "Rowe" is a convert from military supply service. Re-fitted with suction dredging equipment she can harvest 1,000 bushels per hour and carry 3,000 bushels in her hold.

This powerful vessel, owned and operated by H. C. Rowe & Company of New Haven, Connecticut, is propelled by twin Atlas Diesels—320 h.p. each. In continuous heavy-duty service since they first went to sea in 1947, these efficient 4-cycle Atlas Marine Engines are now proving their versatility in the highly specialized business of oyster cultivating and harvesting.

Records of performance of Atlas and Superior Marine Diesels in every type of commercial fishing operation offer further evidence of their dependability and economy.

Write for detailed bulletins.



11½ x 15 Marine Diesel. One of the complete line of Atlas and Superior Engines for fishing boat service.

Superior ENGINES
ATLAS Imperial DIESEL ENGINES
DIESEL • DUAL FUEL • GAS

ENGINE DIVISION
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PACIFIC FISHERMAN

A Miller Freeman Publication

ol. 50 **No. 11**

OCTOBER, 1952

TABLE OF CONTENTS

id-Ocean Challenge 15
ılmon Wears a New Face 17
F.C.A. Convention 20
eezing-For-Canning 22
·ystone Tuna Packer 25
ICIFIC FISHERMAN'S NEWS 29
estgate-Sun Harbor Emerges 53
ıt-Backs Slapped on Tuna 57
ınning U. S. King Crab 59
)OD FISH MARKETING 61

sident ..... Miller Freeman
ıager ..... Lawrence K. Smith
·or ..... DeWitt Gilbert
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ual subscription $3.00 per year in U. S. and Canada, $4.00 for r countries.

CALIFORNIA FISH CANNERS ELECT MAX GORBY PRESIDENT

Max J. Gorby, head of Cal-Marine, Terminal Island was elected president, California Fish Canners Association, at the annual meeting held at Ojai Valley Inn, Sept. 15-17. He succeeded Montgomery Phister, vice-president, Van Camp Sea Food Company.

Chosen vice-president was James S. DeSilva, Coast Fisheries, Inc. Succeeding himself as secretary was G. H. "Hoke" Clark, West Coast Packing Corp. Roy H. Beaton was again unanimously chosen executive vice-president and general manager, for the tenth year in succession.

Lee Irish, vice-president, Coast Fisheries, division of Quaker Oats Company, won the Miller Freeman perpetual golf trophy in its third year of competition, taking it from the custody of his partner, J. R. "Racey" Biven, president of Coast Fisheries. Initial winner was Nick Trutanich, production manager, French Sardine Company.

The president's report showed the past year to have been one of considerable activity. Important was the participation by the Southern California industry in the tuna tariff hearings at Washington, D. C., in January, tuna-cutting bee at Long Beach, Dec. 14, highly successful and will be repeated this year.

Also noteworthy was organization of the California Tuna Research Foundation, with Mr. Phister as head and Ed. L. Morris as director. Purpose was research work on tuna and an industry advertising and promotion campaign.

In December the California Fish & Game Commission held a meeting at Monterey and the Statewide Sardine Committee was formed to determine a legislative program for 1953. Herbert C. Davis, head of Terminal Island Sea Foods, Ltd., was chosen the CFCA member.

The Marine Research Committee, started '47, appointed by Governor Warren, saw Mr. Biven and John Morris reappointed. The privilege tax on sardines, mackerel and anchovies was raised from 50c to $1.50 per ton.

The association's Traffic and Sales committee, with Mel D. Marsh, chairman, started work on advertising tuna, using the tie-in method with other food industries such as macaroni, spaghetti, pickles, green beans, Carnation milk, etc.

Public to Receive Information on Sardines

The CFCA instituted a public relations program on canned sardines, to inform the public on canned sardines and also to emphasize that these and other commercial fisheries are not being over-fished.

The water and air pollution program saw among other results, the Canners Cooperative Steam plant, and a sum of nearly $250,000 spent by members to overcome air pollution. James DeSilva was chairman.

Tuna Standards a Highlight of 1952

Extremely important was the work of the Tuna Standards committee, under Albert Vignola, and with Mr. Clark as research director. It is hoped that, as result of the scheduled November meetings in Washington, D. C. this work may be concluded.

The CFCA sponsored the Fishermen's Fiesta TV program at a cost of $5,000, and donated another $5,000 for seiner-parade prizes.

Lee Irish Wins Miller Freeman Trophy

Award of the Miller Freeman trophy to Lee Irish, one of the lowest-handicap golfers in the industry, was very popular with the 70 members and guests present. Accepting the cup, Mr. Irish, as did his partner, Racy Biven, winner last year, paid high tribute to Capt. Freeman for his half-century of service to the Pacific Fisheries.

Other golf winners included Jack Gorby, Mel Marsh, Mike Bradbury, J. P. Morgan, Dewey Tackaberry, Gordon Schellenberger, Joe S. Porter, J. H. Seley, Joe Bogdanovich, Nick Trutanich and Larry C. "Bud" Holland.

See pages 20 and 21 for pictures of meeting.

Salmon Convention at San Francisco

The 39th annual convention of the Association of Pacific Fisheries and the Northwest Branch of the National Canners Association will be held in San Francisco on November 15, preceded by a two-day golf tournament. Headquarters will be at the Fairmont Hotel.

TYDOL HD

Keeps Engines Sludge-Fre

Clogged oil ducts and screens . . . sticking valv . . . fouled oil control rings. You can expect these a other maintenance headaches when sludge for unchecked inside marine engines. But sludge hasn't *chance* to form with Tydol HD on the job. This hi detergency, heavy duty oil actively disperses engi deposits . . . holds gummy sludge particles harmlessly suspension 'til time to drain. Then, *out* goes the slud with the oil, leaving the engine clean!

Yes, Tydol HD gets rid of sludge . . . stubborn slud that other oils can't budge.

To lower maintenance costs . . . to reduce oil co sumption, switch to the oil that *cleans* as it *protects* it *lubricates.* Try Tydol HD . . . and see!

TYDOL HD MOTOR OILS

NO SEA DUTY TOO HEAV FOR HEAVY DUTY TYDOL

100% paraffin base high V. I. motor oils, scie tifically compounded with selected additive

TYDOL HD—High detergency oil for gasoline and dies engines in normal heavy duty operation.

TYDOL HD S-1—higher detergency . . . for hard, heavy dies service; for any engine subjected to continued overloadin

Ask your Associated Representative which Tydol HD meets your needs.

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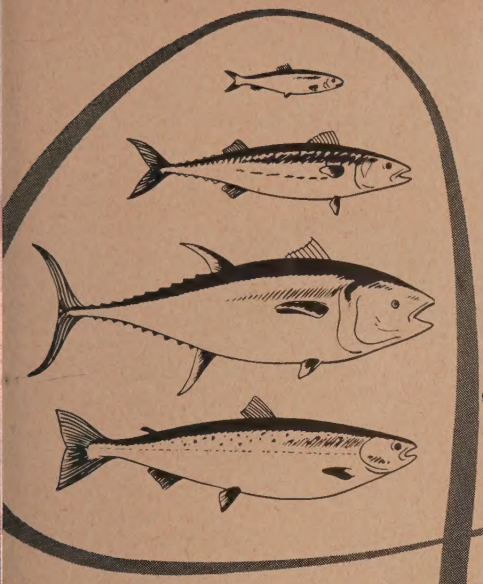
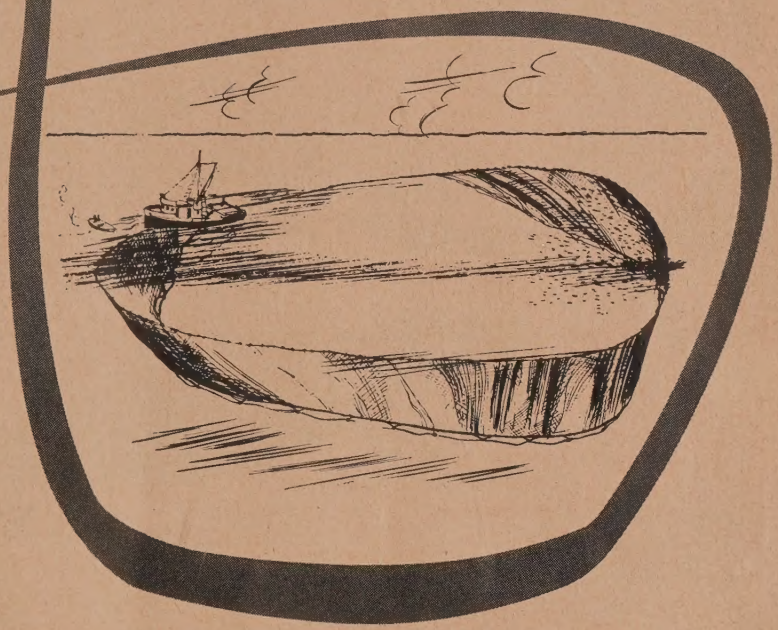
(WESTERN DIVISION)



Adams Best Netting means peak loads for you!



Adams Best Netting will stand the toughest test!

ADAMS

Nets · Twine

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PACIFIC COAST DEALERS

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Regardless of your netting needs Adams Best Netting will meet your every wish. Whether it be Gill, Seine or Trawling Nets—all are made of top quality raw material, with perfect even mesh, securely tied knots that make Adams netting capable of holding the largest loads. Sold by leading dealers in your port—men who demand top quality and honest value for you, and stock Adams Best Netting because they know it is the finest quality netting they can sell you. Your Adams Best dealer carries a complete line of Cotton, Linen and Nylon Netting and Twines, made to help you increase production and profits.

DAMS NET & TWINE COMPANY **701-3 N. SECOND ST. • ST. LOUIS, MO.**

(This advertisement originally appeared in full-color in TIME, BUSINESS WEEK and FORTUNE.)

SERVING INDUSTRY
. . . SERVING AMERICA

You are always close to Continental Can with its 65 plants in the United States, Canada and Cuba, 17 field research laboratories and 63 sales offices.

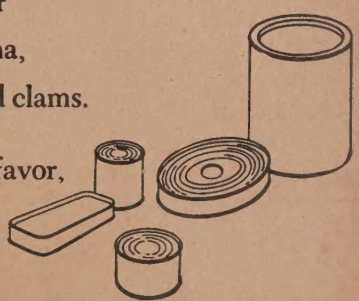
SEAFOOD *à la* *Continental*

You won't find all these fish living together in any one spot. But you will find them side by side on the shelves of your favorite food store—snugly packed in Continental cans.

Fish, as any angler can tell you, are unpredictable creatures. They present a host of special problems to fish packers and Continental Can people.

Fishing seasons are often short and hectic. As yet no way has been found to predict the exact size of a pack and the number of cans that will be needed. So a run of fish often means that fishermen and packers will be working around the clock—and Continental men will be working along with them to keep the cans coming and packing machinery humming.

Today, Continental makes millions of containers a year for many kinds of fish and shellfish. These include salmon, tuna, herring, sardines, bonito, shrimps, lobsters, crabs, oysters and clams.

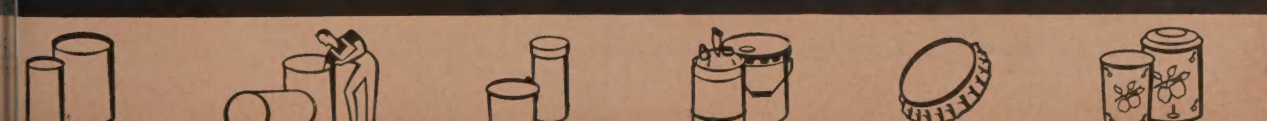


Should any new varieties of fish ever swim into the public favor, you may be sure Continental will be ready with the quality cans needed to pack them—and service to match.

ONTINENTAL CAN COMPANY

CONTINENTAL CAN BUILDING

100 E. 42nd ST., NEW YORK 17, N. Y.



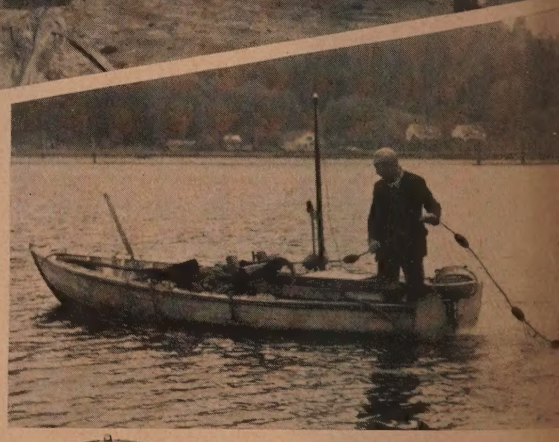
"We couldn't ask fo
a Better Engine..."

Wally Sulik with his DEPENDable 10 hp Johnson Sea-Horse. Sulik's Dixie Fisheries operate a fleet of 25 skiffs in Virginia waters. Read what he says about Johnson:

"We use Johnson motors exclusively in our operations because they are dependable engines packed with stamina, and low in operating and maintenence costs. They have reduced our overhead in labor... We couldn't ask for a better engine for this type of operation."

With Johnson outboard motors you can convert your work boats into DEPENDable power craft—at a fraction of the cost of inboard installations; operation, too, is far more economical. You can transfer your power from boat to boat—it's portable! And you can maneuver in close quarters and shallow waters with ease.

See your Johnson dealer. Ask about great Johnson features such as Gear Shift (Neutral-Forward-Reverse), Mile-Master Fuel Tank, Synchro Twist-Grip Speed Control, and Angle-matic Drive. Look for his name under "Outboard Motors" in your classified phone book.



Fisherman Walt Kary laying out net for salmon in the Naselle River, Washington. Motor is a DEPENDable Johnson Sea-Horse 5.

The Johnson Sea-Horse 5 America's Largest Selling Outboard Motor

FREE!

Write for fully illustrated literature on the 4 versatile Johnsons for 1952—ranging from 3 hp to 25 hp. A size for every outboard need!

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Johnson Motors of Canada, Peterborough

All hp is OBC Certified brake hp at 4000 rpm.

Johnson
SEA-HORSES
FOR DEPENDABILITY

YOU can profit by the nationwide, ready-made audience of Ac'cent® enthusiasts!

Ac'cent is pure monosodium glutamate . . . and it's known, used and praised by everyone important to your business.

Wholesalers are familiar with Ac'cent. Retailers sell Ac'cent in their stores. Housewives, from coast to coast, cook with Ac'cent. And these same housewives prefer and *go for* the hundreds of packages of food products whose labels include monosodium glutamate . . . *Ac'cent.*

When you "process" with Ac'cent, you're improving the flavor of your product and the status of your profits. Ac'cent does wonderful things to poultry, meats and vegetables . . . practically every food product with which salt is used. Ac'cent improves *natural* flavor during processing—when flavor is at its peak—and *holds* it. Yet Ac'cent adds no color, flavor or aroma of its own.

With Ac'cent (pure monosodium glutamate) on your label, you give your product a flavor-edge over competition . . . give it a chance to win new friends and influence new customers! They're a ready-made audience . . . and a perfect set-up for you!

Ac'cent®
PURE MONOSODIUM GLUTAMATE
...makes good food taste better!

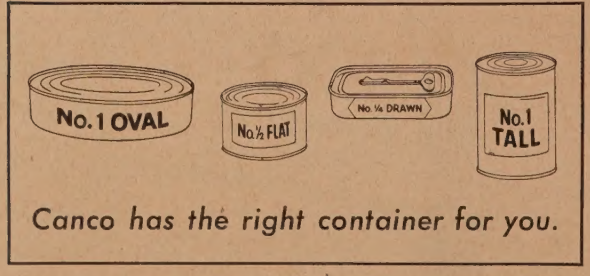
O PRODUCTS Division, International Minerals & Chemical Corp., 20 North Wacker Drive, Chicago 6, Illinois

It's his business to know your business

It's important that Canco's technical experts know a great deal about canning technology as it applies to your business.

This knowledge, combined with a thorough knowledge of the full line of Canco fish containers, enables him to make valuable suggestions on the types of cans and special linings which would best serve your products.

But even more important than Canco's many services to fish-canners all along the production line is the fact that *whatever* your container needs, Canco has the *right* container for you.



AMERICAN CAN CO.

CANCO

NEW YORK
CHICAGO
SAN FRANCISCO
HAMILTON, CANADA

Out where power must be steady

Claudia H, 57′ x 16′, out of Seattle, fishes for halibut
e way up in Alaskan waters. When your run is that
ou've got to be sure of your power. That's why owner
d Hansen took another manufacturer's engine out
only a year's operation and installed a "Caterpillar"
00 Diesel Marine Engine.

ow he gets steady power to drive the *Claudia H's*
43 screw even with 40,000 pounds of halibut in the
In fact, there's power to spare for pumps, winches and
eration. And owner Hansen's fuel costs for this long
ith a heavy load average only about 80 cents an hour.

ere are a lot of reasons for this kind of dependable,
mical performance. Tough "Cat" construction is one:
ankshaft, for example, is Hi-Electro hardened, then
finished for better service and longer wear. Also, pre-
stion chambers and single orifice injection valves let
e low-cost non-premium fuel without fouling.

"Caterpillar" Diesel Marine Engines are available in 12 sizes up to 400 HP for steady non-stop duty. Your dockside "Caterpillar" Dealer will be glad to show you why each one is the leader in its class.

CATERPILLAR, SAN LEANDRO, CALIF.; PEORIA, ILL.

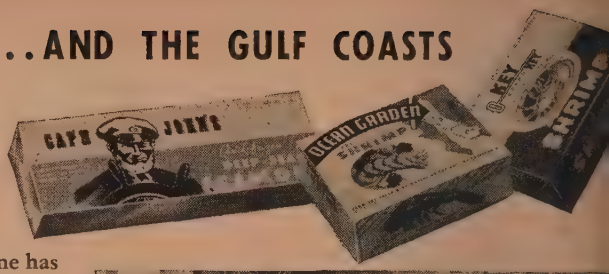
CATERPILLAR

REG. U. S. PAT. OFF.

Diesel Marine Engines

ON THE ATLANTIC...THE PACIFIC...AND THE GULF COASTS

...here's the machine they're buying!



The outstanding performance of our FF wrapping machine has made it the favorite of leading fish packers.

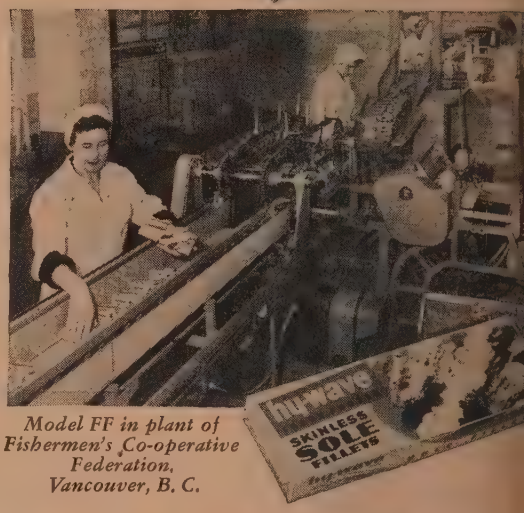
With the Model FF you can wrap over 100 packages a minute in any material suitable for frozen foods. Wraps are tightly sealed, printed matter neatly registered by an electric eye. Changeovers to a different size are made by two quick hand-wheel adjustments. An ingenious spring-mounted elevator well automatically compensates up to 3/8" for differences in package width. Special oiling system permits easy cleaning and lubrication.

Save time, save labor—and have a smart-looking, sales-winning package with the Model FF.

Write for literature on the Model FF

FRED TODT COMPANY, Pacific Coast Representative

2021 So. Hill St., Los Angeles 7 — 420 Market St., San Francisco 11
105 Orcas St., Seattle 8 — 205 East 12th St., Vancouver, Wash.



Model FF in plant of Fishermen's Co-operative Federation, Vancouver, B. C.

PACKAGE MACHINERY COMPANY

Keeps You Fishing

"Hortensia Bertin" Is Cutless Bearing Equipped

Soft Rubber Water Lubricated

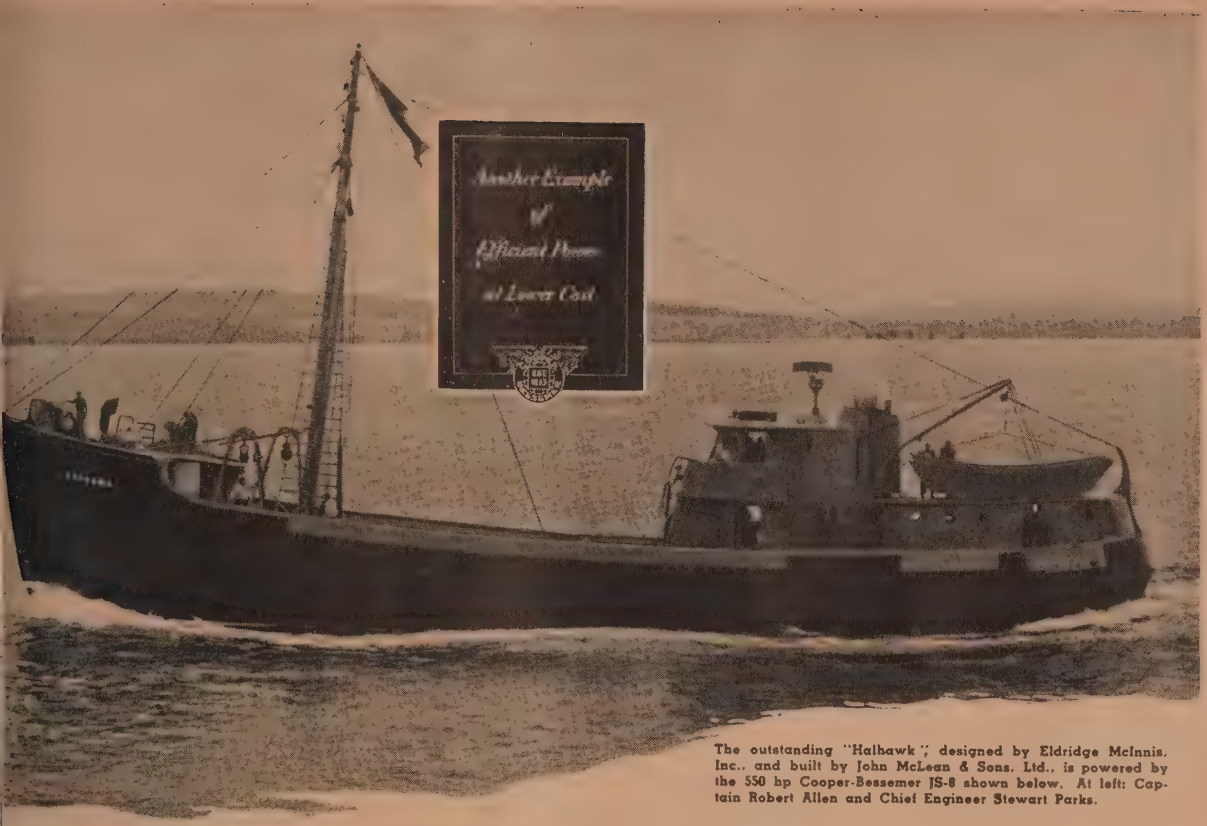
If you fish for a living you know the importance of dependable propeller shaft bearings. The that gives years of trouble-free, QUIET operation. The kind that saves shafts and keeps boats of drydock. That kind is CUTLESS—the soft rubber, water lubricated bearing—the bearing fisher depend on to keep them fishing.

Large west coast stocks of popular sizes. Factory stocks to 10-inch shaft sizes available overnight by

See your ship repair yard, marine supplier, or write—

LUCIAN Q. MOFFITT, INC.
AKRON 8, OHIO
Engineers and National Distributors

B.F.Goodrich *Cutless* BEARINGS
PROPELLER SHAFT



The outstanding "Halhawk", designed by Eldridge McInnis, Inc., and built by John McLean & Sons, Ltd., is powered by the 550 hp Cooper-Bessemer JS-8 shown below. At left: Captain Robert Allen and Chief Engineer Stewart Parks.

ON THE FINE, NEW *"Halhawk"...*
PROVED PERFORMANCE WINS A "BERTH"

Engine Room

Capt. Robert Allen

Chief Engineer
Stewart Parks

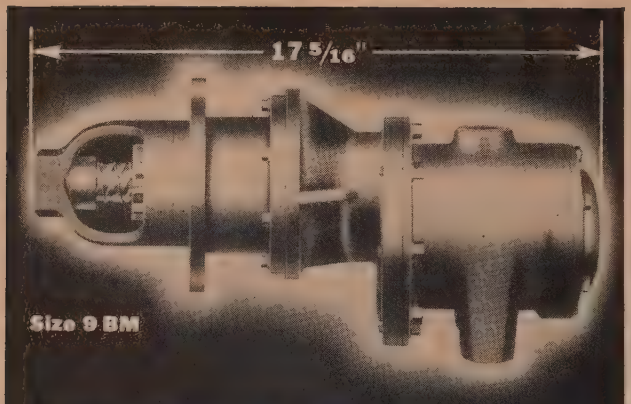
• Today many a fine fishing vessel in Nova Scotia waters is proving by performance that you just can't beat a modern Cooper-Bessemer diesel. That's one thing that influenced Halifax Fisheries, Ltd., in powering their new 117-foot "Halhawk" —rated as one of the finest draggers built in the Maritime Provinces.

The "Halhawk's" JS-8 is shown at left along with Captain Robert Allen and Chief Engineer Stewart Parks. These men, like so many others in fishing waters everywhere, will find in their Cooper-Bessemer diesel the availability and sure-fire response that cuts costs and avoids headaches... year after year.

The
Cooper-Bessemer
Corporation

MOUNT VERNON, OHIO — GROVE CITY, PENNA.

k, N. Y. Washington, D. C. Gloucester, Mass. San Francisco, Calif.
Texas Seattle, Wash. Los Angeles, Calif. Chicago, Illinois
Louis, Mo. Cooper-Bessemer of Canada, Ltd., Halifax, Nova Scotia
San Diego, Calif. New Orleans, Louisiana



INGERSOLL-RAND

AIR STARTING MOTORS

FOR A SURE ENGINE START

Every Time

Compare these features

WITH YOUR PRESENT STARTERS!

Air Starting Motors . . . .

- **Give Positive Starting**—Cold weather doesn't affect Air Starting Motors. They can always be relied upon for a sure, fast start in sub-zero temperatures!
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Ask your engine distributor to show you the Ingersoll-Rand Air Starting Motors designed for your engines . . . or write for Form 5094, which contains Air Starting Motor selections for all popular engine sizes up to 3000 cubic inch displacement.

Ingersoll-Rand

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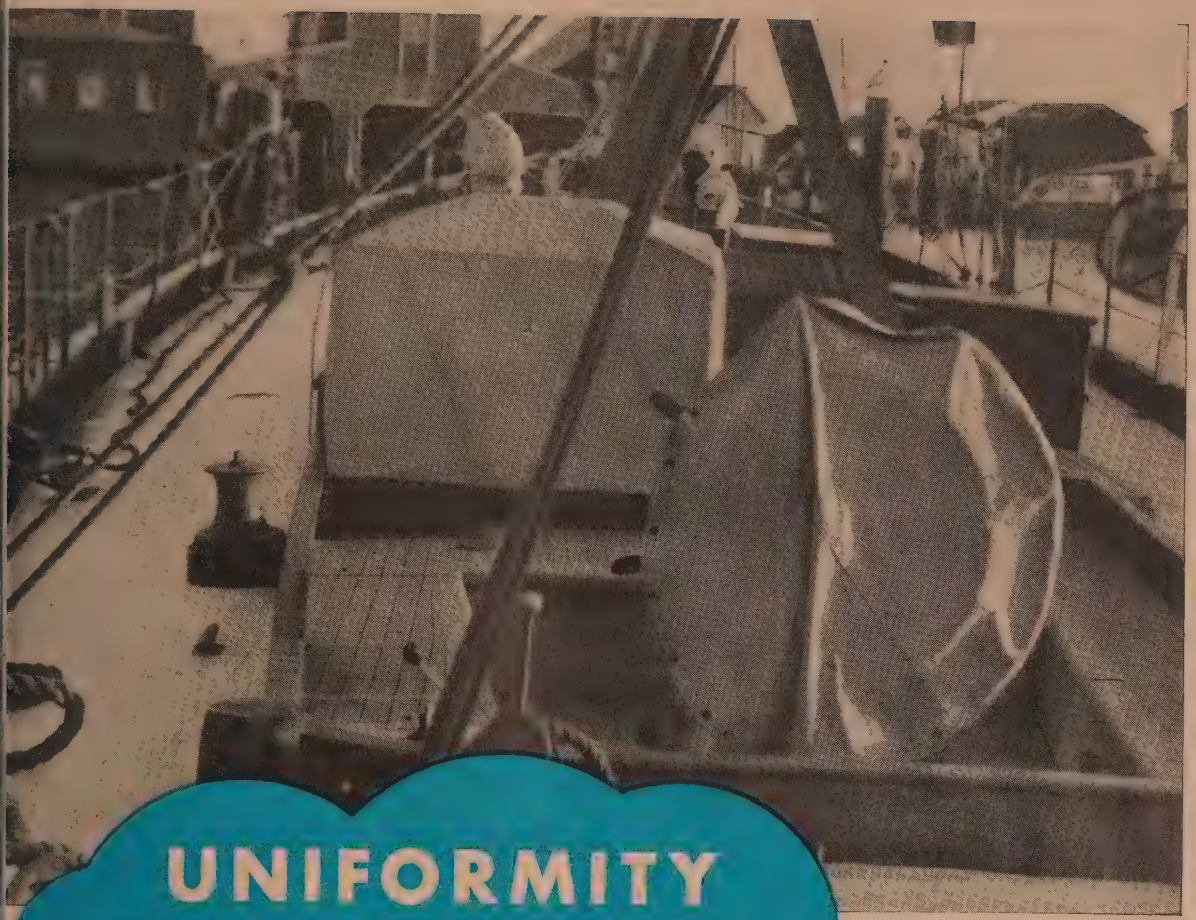
For dependability and economy always buy Roebling

ROEBLING is the best known name in wire rope. That's partly because we were the first wire rope maker in America. But more than that we've always led in developing better wire ropes for every purpose ashore and afloat.

Today's Roebling Wire Ropes are the fisherman's best choice for dependability and long life. Each step in making the steel and in drawing and stranding the wire for these ropes is precision-controlled to assure you top value for every dollar.

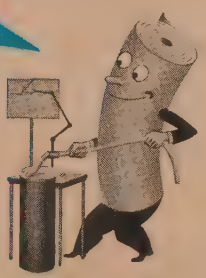
Have your Roebling Field Man recommend the *right* rope for every special purpose. Write or call him at the nearest Roebling branch office. John A. Roebling's Sons Company, San Francisco—Los Angeles—Seattle.

ROEBLING



UNIFORMITY

Makes the Big Difference In BOAT COVER *Fabrics*



WOODBERRY EXTRA

Gives You Greater Fabric WOODBERRY EXTRA *Uniformity*

One of a series of comprehensive laboratory controls throughout production to assure uniformity in all Mt. Vernon-Woodberry products. Here evenness of sliver is being checked with linear regularity tester.

Mt. Vernon- *Woodberry Mills*

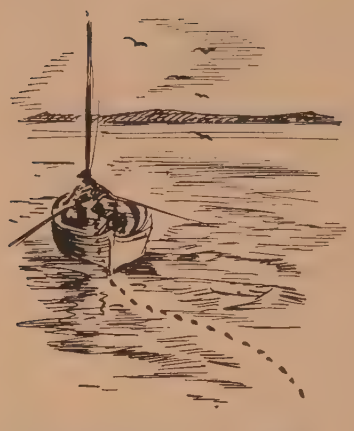
Branch Offices: Chicago • Atlanta

TURNER HALSEY COMPANY
Selling Agents
40 WORTH ST. · NEW YORK

Baltimore • Boston • Los Angeles

Through 55 years of fisheries development

PACIFIC MARINE *has kept pace*



GILLNETTING BY SAIL AND MUSCLE POWER...

"Each cannery is provided with some 40 to 50 boats which they rent to fishermen. These are mostly made in San Francisco, but can be made in Astoria somewhat more cheaply . . . can be built there for $175 without paint or rigging — with they are worth about $225. The boats are sloop rigged with flat bottom and center board and usually without deck . . . The salmon are caught chiefly by means of gill-nets . . . the gill-nets used are mostly made for the canneries by the fishermen. A few work during the winter repairing their old nets and knitting new ones. The nets average from 200 to 300 fathoms long and from 40 to 45 feet deep. It takes about 170 lbs. of twine to make a net, the twine worth about $1.10 per pound. Fishermen are paid 20c a fathom for knitting nets. The nets are worth about $300-$400. There are two men and one net to each boat . . ."

FISHERIES AND FISHING INDUSTRIES OF THE UNITED STATES, George B. Goode, 1887

"In setting the net the boat puller rows slowly across the stream while the other man pays out the apparatus, to the first end of which a buoy has been attached . . . The nets are allowed to drift for about an hour after the turn of the tide . . . the fishermen drifting along at one end. Then the net is hauled into the boat over a wooden roller fixed in the stern, and the fish, which have become gilled in the meshes are removed, stunned or killed by a blow on the head and thrown into the bottom of the boat . . ."

PACIFIC SALMON FISHERIES, John N. Cobb, 1921

FAST, POWERED GILLNETTERS STANDARD TODAY . . .

Gillnetting is the most widely employed and one of the oldest methods by which men catch fish. Traditionally the gillnetter has been a one or two-man boat. In recent years it has enjoyed a steady rise in popularity, growing in size, power and capability from the gillnet craft of former years. Most noteworthy advance in design and operation for some time came in 1951 with the change of Alaska fishery regulations throwing the great Bristol Bay salmon fisheries open to power boats. Around 450 new gillnetters costing up to $6,000 each were built for Bristol Bay this season and approximately 600 converted from the old sprit-rigged, center board sailboat formerly required. Although these craft do not compare with Puget Sound and British Columbia vessels in comfort, accommodations and elaborate net handling reels, they are generally equipped with powered net rollers and virtually all are gas powered—a few have small diesels.

KEEPING AHEAD of the constantly changing requirements for vessel equipment, fishing gear and cannery supplies is a habit of 55 years standing with

PMS Since 1897

Pacific Marine Supply Co.

Quality Merchandise and Genuine Service

1213-1223 WESTERN AVE., SEATTLE 1, WASH.

IID-OCEAN HALLENGE

'ALLENGE to American industrial fishing, to the energy and intelligence of American fishermen, and o the courage and enterprise of American oper- can be found in the inky, mimeographed pages report upon the work of the Pacific Oceanic Fishery gations for the year ending with July.

researches of this agency of the U. S. Fish and e Service indicate the presence in Equatorial of mid-Pacific of a population of tuna apparently eater than any yet known—one of Earth's great serves.

P.O.F.I. report says: "The zone of high abundance owfin may extend in a continuous 300-to-400-mile band for almost 4,000 miles."

average catches of Yellowfin in the general region , 150° and 160° west longitude, as made by P.O.F.I. were "three times as great as postwar catches Japanese longline fishery in the western Pacific." s made further to the East have not been so heavy, is possible that this decline may prove to be a il low.

over, "it has become more obvious that the con- ion of . . . tuna is a product of the current system. *esence of land has been proven to be of little ence.* Yellowfin tuna in the subsurface depths oc- ng the Equator at all longitudes, regardless of the ty of land. There may be seasonal variations in undance, however."

.I. biologists believe that the equatorial tuna ion is composed of stocks which are "semi-inde- ," but they cite the continuous gradation of body ions of the tuna sampled as substantiating "the sis of a continuous band of Yellowfin tuna along ator from Asia to America."

f Bait Blocks r Type of Fishery

the report it would appear that P.O.F.I. has found and proven great abundance; *but how to catch*

catching may not prove as simple as it seems. Sette, P.O.F.I. director, in his report guardedly s that there are serious handicaps in the way of this mid-ocean resource with tuna clippers fishing -bait method which produces the large majority resent American tuna pack. He says:

doubtful that any of this area would provide bait uantities needed for extended tuna clipper opera- although he concedes that among the islands there are limited quantities of bait and surface schools of tuna sufficient "to support a limited commercial operation by small fishing boats."

It must be accepted, although Mr. Sette's report does not suggest it, that the administrators of the Mandated Areas feel that the island bait supplies should be utilized for the development of local fisheries; and that they would not look with favor on extensive bait-fishing activities by mainland expeditions.

Another consideration which is not emphasized in the report is the fact that the tunas of the Equatorial band do not appear on the surface as a general thing; and so might not be readily fishable by present live-bait methods.

Gillnetting and Seining Failing While Long-Lining Produces

"Gillnet fishing offers very little promise of capturing tuna in commercial quantities in the clear tropical waters around Hawaii," the report says; and the presumption is that this gear would not prove any more effective along the Equator.

Purse seining also has failed to prove productive, in spite of extensive tests running over a two-year period, so the report says frankly: "We are now satisfied that purse seining as conventionally carried out is not a satisfactory method of catching tuna in the central Pacific area."

"Long-line fishing, as developed by the Japanese . . . shows the best promise for commercial exploitation of the equatorial stocks of tuna," says the report. Efforts to give this method a commercial test this summer were blocked by mechanical trouble aboard the fishing vessel *Cavalieri.*

The Two-Fold Challenge

The unspoken, unwritten challenge to American industrial fishing conveyed by the P.O.F.I. report is a double one:

1. The challenge of an enormous, untouched resource, free-for-all beneath the surface of mid-Pacific.

2. The challenge to American fishermen to improve upon their competitors' form of fishing, and so to mechanize the method that Americans can employ it successfully in competition with the Japanese, who will assuredly be fishing along the Equator with all the low costs, the

skill, the energy and prodigal use of manpower which twice now have made Japan the greatest fish producing country in the world.

To meet these challenges will require resources, vision, courage, patience.

It *may* necessitate the design of vessels of a type new to American fishing fleets. (Some men consider the P.O.F.I. research vessel *Charles H. Gilbert* a step in that direction.)

It *may* involve devising gear of new construction or materials, suitable for fully mechanized operations; and machines to handle it. (The stainless steel long-lines and detachable gangions tried by North Pacific halibut fishermen offer a likely example.)

It *may* force the employment of freezership-carriers to receive the catches of fishing vessels, freeze the fish and transport it to market. (This solution of the transportation problem involved in such enormous distances as those from the Pacific Coast of the United States to the Equator at 180° is the same as that which the Japanese already have adopted for their operations farther to West.)

It may necessitate the development of lures or bait yet unknown in industrial tuna fishing. (In Hawaii E. L. Tester of the University of Hawaii, with the fina assistance of P.O.F.I., has found that tuna are stro attracted by colorless extracts prepared from Skipja

It may extend into the field of physics, to the pos control of fish movements by electric or sonic me (The Russians and the Germans have claimed astonis results in the attraction of fish by electric currents; experimental work along these lines is being done a California Academy of Sciences and by Dr. Teste Honolulu. Such control of the fish might conceivabl employed directly for the taking of tuna, or more p ably to provide live bait by high seas capture of sub-surface forage fishes on which these mid-ocean schools assuredly must feed.)

The challenge is clear, with implications sugges something of the future of the Pacific's fisheries.

Bumper Salmon Season In Canada Closes Early

Salmon canneries in northern British Columbia shut down at the end of August almost simultaneously with an announcement by the Canadian department of fisheries that fishing off the Queen Charlotte Islands would be suspended for an indefinite period.

There was little incentive for the operators to re-open their canneries later in the season because abundant supplies of Sockeye and Coho were already packed, storage space was congested and there was no hope of developing export business with the United Kingdom.

The shutdown came a full month earlier than in previous years, but A. J. Whitmore, chief supervisor of fisheries for the west coast, said that the only decisive factor was the necessity for providing adequate escapement.

Meanwhile, all salmon fishing in British Columbia waters was terminated September 7 when all union fishermen tied up their vessels pending settlement of a price dispute over Fall Chum salmon. Ninety percent of the organized fishermen were said to have voted in favor of the tieup. Between 3000 and 4000 fishermen and several thousand shore workers were directly affected. The Chum run would be at its peak about October 15, but as *Pacific Fisherman* went to press there was small likelihood that fishing would be resumed.

The fishermen objected to the offered price of 5½c a pound for Chum, which was just half the price paid in the fall of 1951. With a large carryover of Chum salmon from last year's pack and the market showing continuing resistance at almost any price, the operators did not feel inclined to raise their original offer. The fishermen countered with the claim that with costs of operation rising it would not be worth their while to fish under the conditions offered by the canners.

Prior to the closure on fishing in the north, fishermen were making unusually large hauls, and there was evidence that the season, from a catch standpoint, would be unquestionably the best since 1930. More than 350,000 Pinks were caught in Masset Inlet in a single day by 85 purse seiners during the last week in August. More than 1,000,000 Pinks were taken from two southern areas near the Queen Charlottes, including Kaisun, Inskip and Skidegate Channels. In the Skeena area Cohoes ran to giant size, with 16 and 20 pounders reported numerous. In the Butedale area, 45 seiners were averaging 2500 fish a day. So that while fishing ceased earlier than usual, it was good while it lasted.

At August 30, the total pack of all grades of salmon in British Columbia was 1,230,306 cases, of which Sockeye numbered 445,059 cases, compared with the previous cycle year's 252,836 cases. The season was obviously one of the best for Sockeyes on record. It was a big year for Pinks, too, with the total pack at August 30 totalling 658,432 cases.

Joins Packers' Board

E. L. Harrison, personnel and industrial relations manager of British Columbia Packers, Ltd., Vancouver, B. C., has been appointed to the board of the company. At 37 he is the youngest director. He joined B. C. Packers in 1936 after several years' banking.

Tri-State Fisheries Session Oct. 22-24

Pacific marine fisheries probl and researches will be discusse detail at a meeting of the Pacific rine Fisheries Commission to be at the Benjamin Franklin Hotel, attle, Oct. 22-24.

Meetings of this "tri-state" c mission, with its attendant advi committee, have been productive much interest and substantial res It is anticipated that the report trawling research studies in part lar may be of importance; and i possible that further steps tow troll salmon conservation may be sidered.

The agenda for the meeting, as nounced by John C. Veatch, chairm includes research on Albacore, tr ing, salmon trolling and sablefish well as the commission's pollution search project.

The meetings are open to all in ested persons, and customarily are tended by considerable delegat from British Columbia, Alaska, the Federal fisheries agencies. meetings are quite informal and portunity for discussion usually afforded to any interested per whether or not a member of the visory committee.

The first day's meeting convene 2 in the afternoon, and it is ant pated that the meeting Oct. 24 adjourn by 3 in the afternoon.

Tuna Commission Meets

Inter - American Tropical T Commission held a meeting at Jose, Costa Rica, August 13-15. M. B. Schaefer, director of investi tions, was the principal speaker, w his report on progress, particul with bait explorations. Attend were Dr. John L. Kask, newest m ber; Jose Cardona-Cooper, chairm Lee Payne, Los Angeles publis and Miss Isla Davies, Department State, Washington, D. C.

The Salmon Situation Wears a New Face

e Salmon Situation wore a new
n September, with a combination
cumstances quite different from
n the past.
e dreary prospects of production
iology, which plague the Alaska
try, were lost sight of for the
ent as the marketing problem
ne acute.
e United States packers had a
vely small pack, produced at
costs.
e Canadian industry had an ex-
t pack—the second in a row—
igh-cost.
h countries had lost their ex-
markets. The United States, in
has had no salmon export posi-
since the lend-lease days, when
overnment gave its Allies up to
),000 lbs. of canned salmon a

tain and other non-dollar coun-
have closed their salmon ac-
s with Canada for this year.
took little *last* year. Because
t fact, plus the big 1951 pack,
lian packers came into the 1952
n with a substantial carryover—
tedly 700,000 cases.
time of writing, they had nearly
000 cases to sell, with the *pos-
y* that more would be packed.
normal domestic market is
800,000 cases.
vas such a set of circumstances
gave the Salmon Situation the
Face it wore at presstime, that
selling and its strategy more
ver matters of primary concern.

east Alaska Fall ing Is Limited

e canneries were expected at
ime to operate during the one-
fall fishing season in Alaska,
g from Oct. 6 through Oct. 11.
panies preparing for operation
h was contingent upon agree-
th the fishermen on price—in-
: New England Fish Co., Inde-
t Salmon Canneries and Queen
ies, Inc., at Ketchikan; Whiz
roducts Co. at Tyee; and Hood
almon Co. at Hood Bay.
Cordova the three-way consoli-
of H. M. Parks Co., Halferty
ies, Inc., and New England
Co. operated during the fall
season which ended Sept. 18,
very fair pack reported.

Canadian Fishermen Reject 5½c Price for Fall Chums

Faced with an admittedly serious inventory and sales problem arising from the atrophy of their overseas markets, the Canadian canners halved their 1951 price for fall Chums this season. The fishermen in September were refusing the 5½c figure, and at presstime there were no operations.

Whether this condition would continue was an open question at presstime.

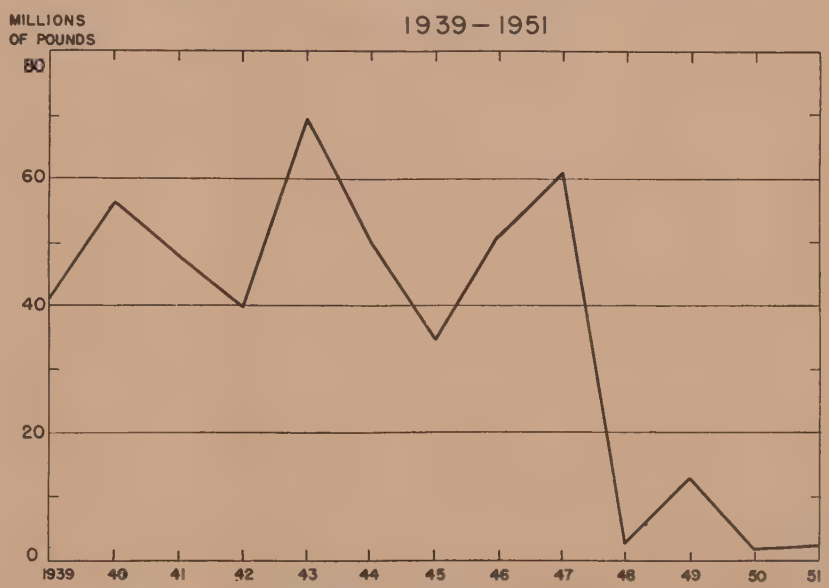
British Columbia Strike Crimps Puget Program

Active packing plans of Puget Sound canners, who early in September were counting strongly on the fall season and Chum imports from Canada, were dealt something of a blow by the British Columbia fishermen's strike.

Canadian operators offered the fishermen 5½c for Chums, and this was rejected just before presstime for this issue, when it appeared that the strike might cut-off the supply of imported fresh Chums on which the Puget Sound canners had been counting.

There was then plenty of time for a settlement, of course; and some canning on Puget Sound may be expected into November.

UNITED STATES EXPORTS OF CANNED SALMON
1939 – 1951



EXPORTS OF CANNED SALMON HAVE DECLINED SINCE 1947 DUE PRINCIPALLY TO THE LOSS OF MARKETS IN THE UNITED KINGDOM RESULTING FROM RESTRICTIONS ON THE USE OF DOLLAR EXCHANGE FOR PURCHASE OF THIS PRODUCT.

SOURCE: BUREAU OF THE CENSUS.

U. S. Fish and Wildlife Service

Some of the Puget Sound seiners are said to have gone to the Cape for Silvers following the wind-up of the Sockeye season, and are understood to have made rather good catches.

Columbia River Netters Accept Fall Prices

Gillnet fishermen on the Columbia River grudgingly accepted the packers' price offers just in advance of the opening of the fall season on the river Sept. 10. After losing the heavy August run, plus a court case, the fishermen voted to go on the river, although there was no enthusiasm for what were scornfully called "1943 prices."

Offered figures for September fish were: bright Chinooks, 17c per lb.;

"tule" Chinooks, 7c; Silvers and Steelheads, 16c.

It appeared probable that there would be no contracts signed with the various companies, due to the insistence of the fishermen's union on contracts stipulating that the fishermen are "employees" of the companies.

Another thing, the fishermen gave evidence of planning to sell at whatever seemed to be the best offer.

Bristol Bay Freezerships Pack 1,300,000 Salmon

Official figures for the Bristol Bay freezerships, as compiled by the Fish and Wildlife Service, give a total of 1,316,065 Red salmon frozen by these vessels in 1952.

Of the total, the Naknek-Kvichak area produced 1,181,861; Egegik 127,596; and Ugashik 6,608.

With an average of nearly 13 fish per case for the Bristol Bay Reds this season, it will be seen that the freezership pack amounts to almost exactly 100,000 cases of Reds — not quite twice that of 1951.

The *North Star,* with a freeze reported at 270,000 fish, was easily "high boat" of the freezership fleet.

What Will Japanese Do with Their Reds?

What the Japanese are doing with the salmon taken by their high sea fleets which operated in western Bering Sea, outside tripartite treaty waters, is a subject for speculation throughout American—and Canadian —salmon circles.

By official report, the Japanese expeditions to North Pacific and Bering waters took 2,102,787 salmon, of which 737,489 are listed as Red salmon; 638,571 as "white" salmon, presumably Chums; and 701,157 as "trout." The fish are believed to have been landed in Japan frozen; and American operators presume the Reds subsequently were canned.

The Japanese are known to have sold Red salmon in Europe this summer, having been able to arrange exchange there in some manner, although Americans and Canadians have been shut-out of the British and Continental markets by dollar-lack there.

Prince William Sound Resources Making Gains

The closely-concentrated operations of the Prince William Sound district produced slightly more fish in 1952 than in the cycle year 1950—and at the same time the area's streams were very well seeded. Operators report that the fish went *up,* as well as to, the streams. Weather conditions favored seeding this year, where two years ago water levels in the streams were so low that spawners had difficulty in reaching the gravels.

Observers feel that a better pack, plus a better spawning, indicates a reversal of the decline which has marked the even-year pack of this district since the excellent run of 1946.

Ketchikan District Fish Prove Unusually Large

Pinks and Chums of 1952 were exceptionally large in the Ketchikan district and throughout much of Southeast Alaska. This condition is not uncommon in years of light runs—and certainly 1952 qualified for that rating.

Pinks are said to have run 15-16 to the case in the Ketchikan plants; while not a few Chums had to be hand-butchered, as they were just too big to go through the Iron Chinks. Chums above 25 pounds in weight were weighed, Clarence Payne paying a $10 bonus on one of his fish which weighed-in at 27 lbs.

Kodiak's Good Pack "Sweetened" by Imports

Kodiak Island had a good somewhat above the five-year age; but of course the actual yie the Kodiak district was not as as the pack figures for the cann there, a substantial percentage o Cook Inlet fish being taken to Ko Island for canning. This resulted the Fish and Wildlife Service's e sion of the weekly open period fishing, making it possible for ou operators to maintain tenders or Inlet.

The year was marked by the of "custom canning" in the Ko area. Outfits with no cannery either the Cook Inlet or Kodiak a bought fish on the Inlet and had fish canned for them in the Is area at so-much per case.

Spawning Sockeyes Reveal Rebuilding on the Fraser

Commercial Sockeye catch in the Fraser River area this season will run to about 220,000 cases between fishermen of Canada and the United States —the biggest catch *on this cycle* since 1912 with the single exception of 1936, according to estimates of the International Pacific Salmon Fisheries Commission.

Members of the commission have been particularly heartened this year by the performance of the Quesnel run of Sockeye, which appears to be making a revival exceeding all expectations. Observers on the Horsefly River, center of the commission's rehabilitation program, counted more than 5,000 Jacks (3-year-olds) on the spawning beds. These early-maturing Sockeye precede by a year the normal run of spawning adults, and are usually indicative of the size of the main run to come in 1953.

This is the first time since the Hell's Gate slide that the Quesnel has reported the presence of Jacks. The usual escapement ratio of regular spawners to Jacks has been about 20 to 1, which, if borne out, would mean a 1953 run of several hundred thousand Quesnel Sockeyes.

Robert J. Schoettler, chairman of the commission, says that the run could, by 1957, be in the millions and approaching the great Sockeye runs to the Quesnel district prior to 1913.

"The Quesnel run on the last big year in 1913," is estimated to have produced at least $30,000,000 worth of canned Sockeye based on present prices.

"Current indications of the restriction of the Quesnel run are not prising," said Senator Thomas former chairman of the commis "This run further substantiates position taken by the commission no power dam should be built on Quesnel River, especially since po could be developed on the north of that stream without injury to fishery."

Meantime reports indicate that people of that section of British lumbia's Cariboo district who w be served by a proposed power p in the Quesnel area are becom more interested in the possibilit getting cheap power from a nat gas pipeline which would run s from the Peace River country to U. S. boundary near Vancouver. C of a power plant on the Quesnel so much higher than original timates that they have been a fa in diverting interest from suc project.

Another favorable report is f Seton and Anderson Lakes in Lillpoet country, where a run of t Sockeye is spawning in Gates C at the head of Anderson Lake— first run of any importance since

It definitely appears, with two ord cyclic catches of Sockeye alr being made in 1951 and 1952, that once fabulously valuable Soc fishery is returning rapidly in Fraser River.

Next year's showing on the Fr will be of special interest because Chilko run, which was all but literated by the Hell's Gate disa must be supported by runs that barely existed since 1913.

...on James Joins ...hington State Fisheries

...on C. James, former assistant ...r of the U. S. Fish and Wild... ...ervice, has been employed by ...ashington Department of Fish... ...as a consultant on water man... ...nt problems affecting migratory

James retired in April after ...rs of federal service. A gradu... the University of Washington of Fisheries, he had been as... director since 1945, and was ...nber for years of the Interna... Fisheries (Halibut) Commis... and Inter-American Tuna ...ission.

work with the Washington ...ies Department will be devoted ...rily to the integration of fisher... ...o private and public water re... development programs, par... ...ly those affecting the Columbia watershed.

...ure development of the region's resource is generally consid... ...y fisheries agencies as holding ...y to the future of the Pacific ...west's salmon resource. Increas... ...mphasis is being directed at in... adequate fresh water supply ...h life and the preservation of natural environment in the of such development.

...Research Foundation ...thes Promotion Program

Tuna Research Foundation has ...ted the J. Walter Thompson ...ny, Los Angeles, to act as its ...ising agency according to a ...ent released today by E. L. , Director of the Foundation. ...anized in late 1951 as a non... organization, the Foundation ...velop technical and market re... for the California tuna indus... ...d carry forward educational ...romotional activities on tuna. Foundation is composed of the ...ding California packers of tuna ...ack 90% of all American tuna ...ned. Chief executives of these ...nies comprise the Foundation's ...of Trustees.

...major trade and consumer ...tion on the part of the Founda... ...ill be sponsorship of National ...Week, November 6-15.

...intensive consumer and trade ...ising and promotion program ...ned for 1953.

...ber companies of the Tuna Re... Foundation are: California ...Curing and Packing Co.; ...Fisheries; Franco-Italian Pack... Inc.; French Sardine Com... High Seas Tuna Packing Co., Pan-Pacific Fisheries, Inc.; Coast Fisheries, Inc.; Van Sea Food Co., Inc.; West Coast ...g Corporation; Westgate-Sun ...Co.

...es of the Foundation are at 19 ...venue, Long Beach.

Wherever There Are Fish—

Savoonga, St. Lawrence Island.

Dear Sir:—

I am senting you a letter, all of you fish-man. I hope you kill many salmon and get money for your living. I wish I eat some of your fish.

I been read your paper you sent it to me. You have money. I wish all of my family eat of your fish. We kill 13 walrus all in Savoonga.

I wish you sent magzine to. I have no money to buy fish, but I buy magzine.

Good by. All of you.

HORACE AKEYU

Editor's Note—This letter from Horace Akeyu subtly tells something of the world circulation of *Pacific Fisherman*. Savoonga is on the north coast of St. Lawrence Island, just south of Bering Strait, at the gateway to the Arctic Ocean. It is further west than East Cape, Siberia, beyond the 170th meridian, which puts it further west than Samoa. Wherever there are fish, there are fishermen, reading *Pacific Fisherman*.

$70 Monterey Fish Price Fails to Produce Sardines

Although the price of sardines to fishermen was settled in Monterey Aug. 15 at $70 per ton, and the fleet sailed Aug. 18, evidently the sardines hadn't heard the news for as this issue of *Pacific Fisherman* went to press not a pound of sardines had been landed in San Francisco or Monterey this season.

The season was supposed to have opened Aug. 1, the official date, but fishermen were late in getting back from fishing salmon in Alaska, and there was no eagerness to come to terms with processors.

It was agreed that the price per ton for sardines delivered in southern California ports for northern California processing was to be $60. Frank Cardinale, president of the Monterey Purse Seine Association, the boat owner's group, said other prices settled upon were $42.50 for anchovies, $50 for herring, $65 for jack mackerel, and $75 for blue mackerel.

John Crivello, business agent for the Seine & Line Fishermen's Union AFL, said working agreements between fishermen and boat owners were virtually the same as last year.

Minor changes included a guarantee to fishermen that their transportation will be paid to the south or to their Monterey homes from the south, should fishing be heavy in that area again.

Lester Caveny, business agent for the AFL Fish Cannery Workers Union, said that a tentative wage agreement, calling for a three cent hourly wage increase for women, and a five cent hourly increase for men, had been reached with processors. Salaried employes would get a $10 monthly increase.

Most of Monterey's canneries and Santa Cruz Canning Co., Moss Landing, were packing anchovies.

About 22 boats in the Monterey fleet were fishing—the rest were tied up for lack of crews, fishermen having found other means of livelihood during the sardine "drought." Some fish boat owners and skippers were working as crew members on "lucky" boats.

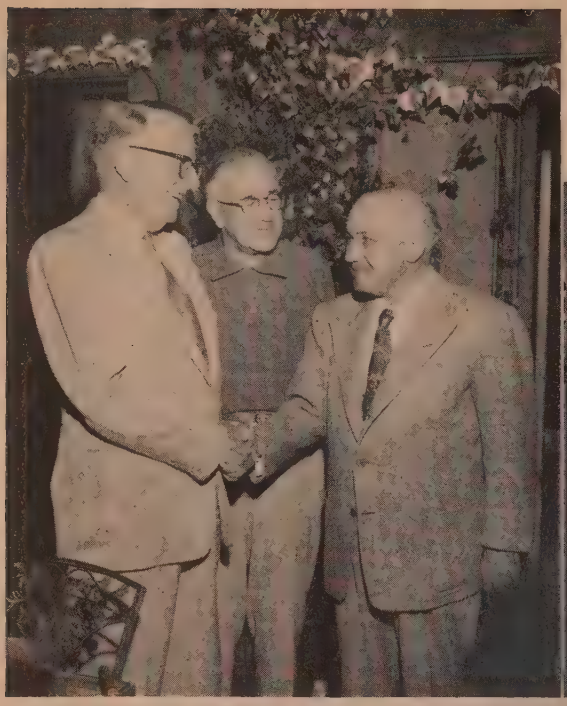
At San Francisco there were no sardines either, and none of the usual visitors from the Pacific Northwest, big purse seiners, were in evidence at Fishermen's Wharf.

The Northern Packing Co., and J-D Packing Co., both of Pier 92, San Francisco, were receiving anchovies, on 10-ton limits from a small fleet of San Francisco-based purse seiners.

Among this fleet were: *Sea Lion,* Jiggs Crivello; *Sunlight,* Nick Damato; *Giuseppe Maria,* Joe Cresci; *Active,* Tony Cresci; *Johnny Boy,* John Aliotti; and *Palma B.,* Joe Borruso. Most of the boats have succeeded in getting the limit. In Monterey limits are reported to be around 25 tons, and while each boat doesn't get that every night it is reported that they are doing fairly well.

AT THE C.F.C.A. MEETING

See Page 1 for Story

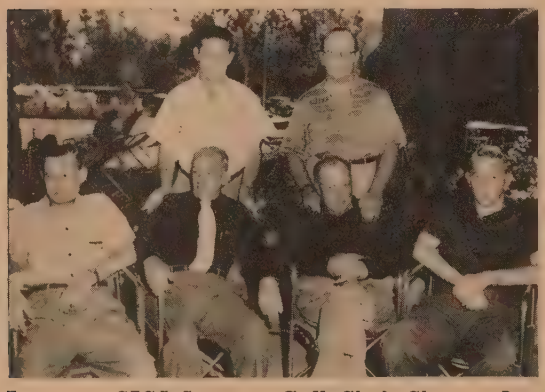


Below: PARTNERS AND COMPETITORS. Lee Irish, vice presi Coast Fisheries, holds the Miller Freeman perpetual golf troph won from his associate, J. R. "Racey" Biven, left. Nick Truta French Sardine Company, was the trophy's first winner in

Left: THE JOB IS YOURS! Montgomery Phister (left), retiring president, California Fish Canners Association congratulates successor, Max J. Gorby, while Roy H. Beaton, elected executive vice president and general manager for the tenth time, sm his approval. James S. DeSilva, elected vice president, was not at the meeting because of illness.

Joseph Bogdanovich, State Assemblyman S. T. Tomlinson, Montgomery Phister, Assemblyman J. B. Cooke, Roy H. Beaton, State Senator James B. McBride, Joseph Mardesich, Jr.

Gilbert C. Van Camp, Sr., Albert Vignolo, Joe Bogda vich, Mel D. Marsh.



Front row: CFCA Secretary G. H. Clark, Clarence Bessing, Russ Burkett, Sr., Alexander Black. Back: Gerald "Red" Cigliano, Jack Dinnerstein.

Don Loker, Arthur Mendonca, Nick A. Kovacevich, George Klampe.

T. "Mike" Bradbury, Kenneth Berglund, Paul Jepson, H. M. Blinn.

Herbert C. Davis, T. A. Thomas, Dewey A. Tackaberry.

y C. Holland, Red Cigliano, Harold Massie, Charles Buchanan.

Jack Gorby, James R. Barry, Tuna Foundation's Ed L. Morris.

Sandy Black, Al Vignolo, Jim P. Morgan.

N.C.A.'s Charles Carry, Stanley Hurtt, James B. Lane, Al Vignolo.

SPEED *INTO* FREEZER; SPEED *THRU* FREEZER

—The Essentials of Freezing-for-Canning

Freezership operations for two years on a fleet basis have served to delineate plainly the essentials of salmon freezing-for-canning, and have proven that *operating methods* and the *prompt and careful handling* of the fish are the prime requisites of satisfactory performance.

Given sound application of now-known operating principles, and immediate refrigeration of fresh-caught fish, *any* adequate freezing system can be made to work well in a freezership.

These things George L. Henderson of Consolidated Services, Seattle, told the Pacific Northwest Chapter of the American Society of Refrigerating Engineers in a technical paper delivered at its September meeting. His company has made a close study of freezership operation, as it has equipped seven vessels of the Bristol Bay fleet with "Thermofreeze" absorption refrigeration systems.

From his technical paper prepared for engineers, the following analysis of freezership operational factors has been abstracted for the vessel owner and plant operator; paraphrasing his points while presenting his thinking.

Quality results of salmon freezing-for-canning depend primarily upon three conditions:

1. Promptness with which freezing is initiated. This insures that the low temperature fixes quality which has not been impaired by bacterial decomposition or autolytic changes. Ideally, the salmon should be introduced into refrigeration within two hours of catching, and always before rigor mortis has set-in.

2. Promptness with which freezing is completed. Failure to accomplish full freezing promptly is responsible for most of the problems of freezing-for-canning in its early years. Rapid accomplishment of complete freezing has the following beneficial results:

a. Reduces salt penetration—or dehydration of the fish in the case of air-freezing;

b. Eliminates the possibility of in-process spoilage;

c. Results in better flesh structure of the canned product;

d. Eliminates the problem of fish freezing together in brine tanks.

3. Sound storage conditions. This requires sufficiently low temperature, and sufficiently constant low temperature, to inhibit deterioration in storage. It also requires glazing of stored fish to prevent dehydration and oxidation while the fish are stored aboard the vessel prior to canning.

Velocity and Volume Factors in Success

Mr. Henderson cites several requisites for attainment of the three essentials above.

First of these is *adequate "hi-side" refrigeration capacity.* This may be provided either by the conventional mechanical compression system, or by ammonia absorption. Economic considerations of installation cost, operating cost and space requirement, and technical considerations of supervision and lowness of temperature required, will determine the type selected.

Velocity and volume of low-temperature brine are as essential in wet-freezing as actual refrigeration capacity.

It is particularly important that the brine move steadily through *all* the fish being frozen. This requires that:

a. Freezing tanks be not overloaded;

b. There be adequate pumps or agitators for brine circulation.

Overloaded tanks, with inadequate means of maintaining circulation of brine, have been responsible for most difficulties encountered, such as salt penetration, spoilage and freezing together.

Moreover, there must be continuous product of low-temperature brine. This requires not only adequate "hi-side" refrigeration capacity but also *adequate means for transferring refrigeration to the brine.* In other words: adequate heat exchangers or coil races.

Air-Freezing Essentials

Volume and adequately low temperatures are of exceptional importance in air freezing, where large volume of the freezing air reduces the dehydration effect. Minimum dehydration is achieved when there is a minimum temperature difference between the refrigerated surfaces (coils) and the fish. This is achieved by having large coil surface and rapidly moving air. These requirements also are the criteria for greater tonnage capacity for freezing.

Mr. Henderson emphasized that his discussion dealt with freezership experience with salmon alone; and that he was not speaking with reference to tuna practice. He believes the two fish present wholly different problems, and that capacities, equipment and practices which are adequate for one might not suffice for satisfactory handling of the other.

Salt Penetration Prevention

Touching on experience with respect to several of the problems and points encountered in freezership operation to date:

Salt Penetration—Control depends largely upon speed of freezing. If the fish is brought to a fully frozen state promptly, salt penetration does not seem to present any serious problem.

Promptness in initiating freezing has a definite effect in retarding salt penetration. For reasons not fully understood, salt penetration is markedly less where fish are gotten into the refrigeration process before rigor mortis sets in.

Thawing method exerts a definite effect upon salt penetration. Where fish frozen promptly and rapidly are thawed in fresh water, residual penetrated salt is reduced to negligible quantity by leaching.

Freezing Together—This results almost entirely from (a) overloaded brine tanks; and (b) inadequate means for circulating brine through the fish at fairly rapid velocity.

Obviously, the first condition tends to aggravate the second; and a combination of the two is what generally causes the trouble.

ntinuous Air-Freezing
lds Interesting Possibilities

ir-Blast Freezing — Tendency to ard this pioneer method of salmon ezing-for-canning on shipboard re- s essentially from the amount of or required in manual handling he fish into and out of the freezing partment, whether shelf or rack ezing is employed.

Development of a practical means continuous air-blast freezing on pboard in a tunnel—either horizon- or vertical, as in the case of the b trawler *Deep Sea*—offers some resting opportunity for profitable aboration between the mechanical the refrigerating engineer.

Absorption refrigeration is partic- rly applicable to air-freezing ard ship because it is capable of ducing the extremely low temper- res required for such freezing hout staging or any increase in plexity of installation of operat- complications.

frigeration System Selection

election of a refrigeration system freezership service—or for any er duty, for that matter—should end upon the weighing of the eco- ic and technological factors in- ved.

Economic considerations, in addi- to cost of equipment, include cost power—always high aboard ship; ce required; and adaptability to ce available.

echnological points to be weighed selection of a system include ity to deliver the required tem- ature effect, and the skill and ex- ience required of operating per- nel.

Mr. Henderson's paper was based n a close study of the functioning salmon freezerships, seven of ch his firm has equipped with ab- tion refrigerated systems. Vessels equipped, their lengths and owners, :

orth Star, 220′, North Star Fish- eries;

eland, 104′, Erling Thomasen;

eva, 328′, Pacific American Fish- eries;

ordic Maid, 148′, J. E. Shields;

uisance IV, 104′, Stanley Thomp- son;

Vashington Star, 145′, Birchfield Boiler, Inc.

undown, 115′, Luketa Bros. (lost after 1952 operations.)

ive Alaska salmon plants have n equipped with absorption sys- s. Washington Fish & Oyster Co. such an installation in its cold age and cannery at Port Wil- ns; while absorption refrigeration sed for ice-making at the follow- canneries: Alaska Packers Asso- ion, Larsen Bay and Egegik; L. G. gard Packing Co., Ugashik; Hal- y Canneries, Inc., Kodiak.

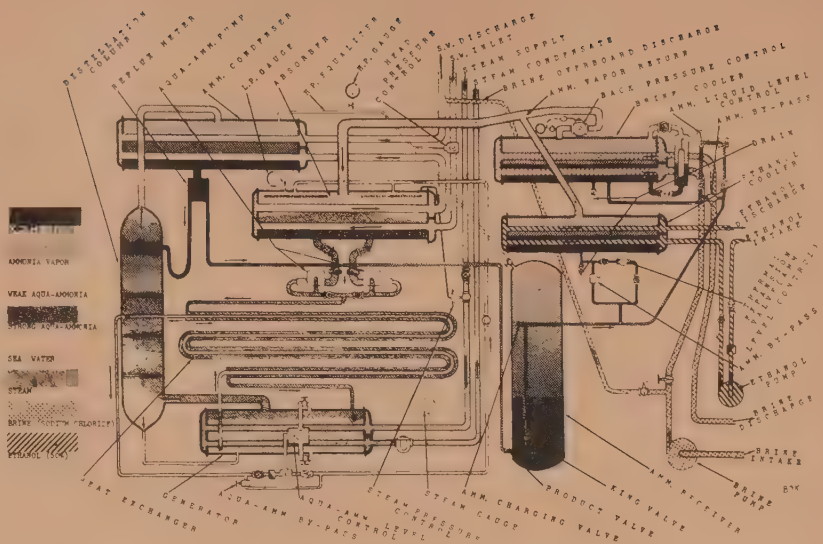


Diagram of absorption refrigeration system, as installed aboard the U. S. Fish and Wildlife Service experimental trawler "Delaware," working out of Boston. The cycle may be considered as starting with the Generator, lower left, where heat vaporizes the ammonia gas from an aqua ammonia solution. The two heat exchangers, upper right, are for the two phases of refrigeration aboard the "Delaware," chilling brine for the fish-freezing equipment, and ethanol for the coils which refrigerate the storage holds.

Principles of Absorption System of Refrigeration

Trawler *Delaware,* engaged in "freezership" research out of Boston for the U. S. Fish and Wildlife Service is so equipped. This vessel fishes North Atlantic bottomfish, freezes the catch immediately in brine, lands it frozen for subsequent thawing, filleting, and refreezing of the fillets.

Principle of the absorption refrigeration system may be outlined briefly as follows, and traced on the accompanying diagramatic sketch:

A "generator" cylinder charged with concentrated solution of ammonia dissolved in water is heated, usually by steam. This drives off mingled ammonia gas and water vapor, which pass to a fractional distillation column, where the water vapor condenses, falls, and returns to the generator as liquid. Ammonia vapor becomes concentrated as it passes up the column and into the condenser, which is sea water cooled. The ammonia vapor is liquefied in the condenser and passes to the receiver, from which it is expanded into coils, producing the refrigerating effect.

Spent ammonia vapor from the coils passes to the "absorber," where it is dissolved again in water before reentering the "generator" to complete the cycle.

Two pumps are the only moving parts; and, once in balance, the system continues to function as long as these operate and heat is applied to the "generator."

Fish Divoteers' Fall Tournament Oct. 10

The 14th annual fall golf tournament of the Fish Divoteers, the Pacific Northwest's organization of active golfers in the fish affiliated industries, will be held at the San Point Country Club, Friday, October 10, it was announced early in September by Gordon Davis, Oxenberg Fish Co., president.

Committee chairmen in charge of the event are Cliff Greene, Blue Star Line, Tournament; Harlan Gorham, Oxenberg Bros., Inc., Sponsors; Joe Brennan, Talbott Carroll & Co., Handicap; and Bill Eardley, Jr., Eardley Fisheries Co., Entertainment.

Malcolm Edwards Heads Pacific Oyster Growers

At the annual meeting of the Pacific Coast Oyster Growers Association recently at Olympia, Wash., Malcolm B. Edwards of South Bend was elected president, R. H. Bailey, Pioneer Oyster Co., Seattle, vice-president, and Charles R. Pollock of Seattle was re-elected secretary treasurer. Trustees re-elected were: Glenn DeHaven, Oyster Growers Service Association, Salem, Ore.; Roy E. Wilson, Samish Bay Oyster Growers, Seattle; John L. Weigardt, Weigardt Bros., Ocean Park, Wash.; Stanley C. Gillies, Stony Point Oyster Co., South Bend, Wash.; and R. H. Bailey.

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"Rose Bowl" SARDINES-MACKEREL

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KEYSTONE TUNA PACKER—

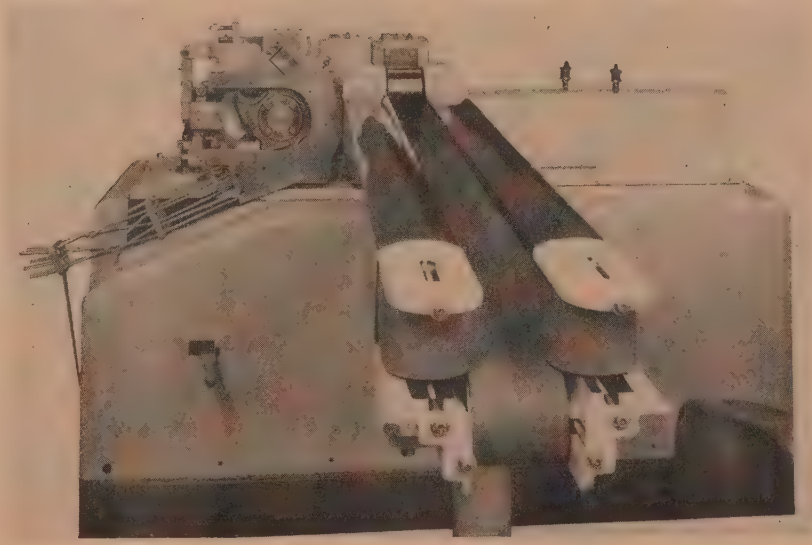
One Factor in Cal-Marine's Success

ıe long engineering research — six s—put into development of the /stone Tuna Packing Machine," ne of the keys to success that placed California Marine Curing ıcking Company, Terminal Island, leading position in Southern Cali-ia's tuna, sardine and mackerel-ing industry.

ax J. Gorby and his brother Jack ıy have never been in a hurry to eve success. They learned to be nt and build on solid foundations their father, Joseph L. Gorby, started in Seattle's salmon busi-in 1922. Thirty years have passed then: a long road, in the early s a hard one, with little or no cial rewards.

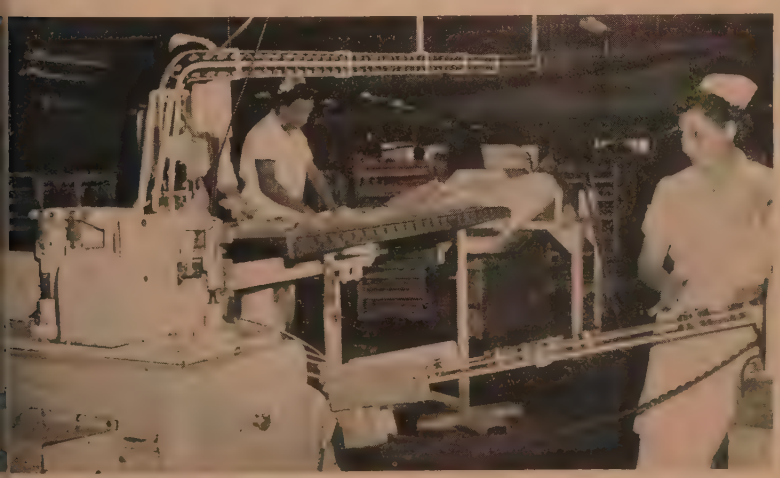
hint as to the original activity of Marine is to be found in its ex-ed name: California Marine Cur-& Packing Company. About 1933 Gorby came to Los Angeles from tle and experimented in salted pickled sardines, but the empha-ras soon on canning sardines and kerel, and stayed that way; ed tuna coming later.

ıx and Jack have made an excel-team. Max, Cal-Marine's presi-(and elected last month as head ıe California Fish Canners' As-tion) is the company's financial



Close-up of feed chamber of the "Keytone Tuna Packing Machine," developed by Jack Gorby. Tuna loins move by belt into a chamber under the roller in the background, which helps operator regulate the depth of the fish fed into the machine. Feed belt moves distance of can height, where guillotine descends. Then a piston, moving in from right background, feeds the tuna gently into a forming chamber. Then another piston, from rear, moves in from a reverse position. A "star" times a can to appear at right time (note foreground arrangement, left) at right moment can is filled and rolls away by gravity.

eral picture of the Keystone machine in operation at California's ine Curing & Packing Company, Terminal Island. At left, women ters are feeding in loins; at right is an inspector examining cans ing from machine. At right of upper structure is shown a knob used for weight adjustment.



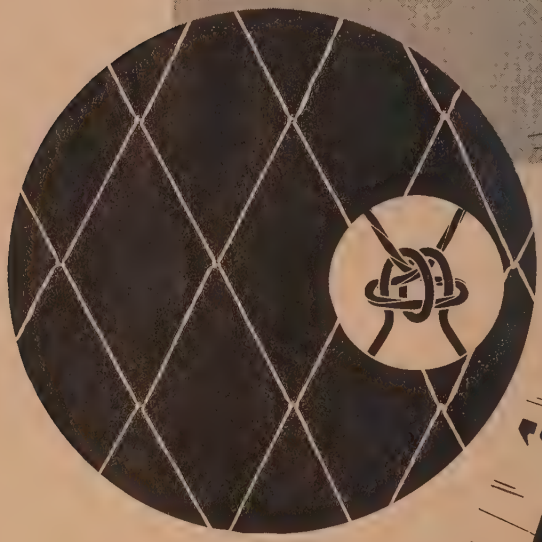
head and policy maker; who gives much time to industry problems, attending trade meetings and doing the traveling, mostly in company with Jim Barry, president of J. R. Barry & Co., exclusive domestic and sales agents.

On the other hand, Jack Gorby is seldom if ever found at association or trade meetings; or mingling with brother canners at social affairs. Most of his working hours are spent back in the cannery, or working on his automatic tuna packer, now perfected. Since he was 17 years of age, even while attending U. C. studying mechanical engineering, he has been active in fish packing and a student of cannery procedures.

Packing Machine Perfected Through Years of Study

In 1944 Jack Gorby anticipated the need for an automatic tuna-packing machine and began to plan what is today known as the "Keystone Tuna

don't let PROFITS SLIP THROUGH your net...



Use

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PAULS *Netting*

The vexing problem that causes loss of fish, by users of Nylon Gill Netting is due to improperly tied knots. Pauls New Locknot Nylon Netting is made with a double knot that can be drawn in any direction and positively will not slide on the bar to the next knot, enabling the fish to escape. Here is Nylon Netting with meshes that will absolutely not slip, turn or saw. It is your protection against loss of fish or profits. Available in Nylon Salmon twine of 40/3 to 40/12 Ply. Don't let your profits slip through your gill netting . . . buy Pauls Locknot Nylon Netting today, you'll find it the best.

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ing Machine." He feels the ma-
, as it is working daily in Cal-
ne's modern tuna cannery, pro-
g its 105 cans per minute, is a
ribution to the industry and to
Marine's 30th anniversary cele-
on.

hile employing essentially the
principle as the original "Jack
y Packing Machine," (*Pacific*
erman, April, 1949) a number of
ovements are noted in the ma-
, which the inventor is now mak-
available to the tuna industry on
ensing basis.

servers claim the goods produced
he machine are difficult to dis-
ish from hand packing. Actually
Gorby has never let this im-
nt feature be forgotten. It will
ice any style of canned tuna de-
: fancy, standard, chunk-style
grated, these variations being
ved by automatic weight adjust-
s. Regardless of whether the fish
s soft, firm, moist, dry, large or
loins, the canned product will
the same after emerging from
forming chamber, Mr. Gorby
s.

advantage is the gentleness with
the tuna is handled through the
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s any juice squeezed from the
Thus the natural taste is re-
d.

other factor: There is no fish-
on the machine itself. It will pro-
within ⅛ oz. the required weight
er ½, ¼, or 1-lb. can), which
become important under antici-
tuna standards, Mr. Gorby says.
machine cannot be over-fed. If
s imminent, the carrier belt auto-
ally skips one forward move-
. Thus, by this precaution, the
meat cannot at any time be com-
ed to a point where muscle fiber
s down.

ving finally perfected the ma-
, and tested it for months in the
Marine plant, the Keystone Pack-
Machine Corporation has been
ed with I. D. Baker as presi-
Jack Gorby, secretary-treasurer.
and offices are established at
S. San Pedro St., Los Angeles.
e development of Cal-Marine to
int where its "Priority" tuna
has gained widespread recogni-
and its "Rose Bowl" sardines is
emium label in the export field,
ll as domestic markets, has been
gh the same patient and time-
l method that saw complete suc-
come to the tuna-packing ma-
.

' Cal-Marine Grew dually on Success

e years from 1933 to 1940 were
of slow but steady expansion.
the salting and pickling experi-
came mackerel canning on a
scale; then a sardine line; a re-

General view of the tuna-packing room, where Cal-Marine produces its "Priority" brand. This is a brand new addition to its cannery and devoted entirely to canned tuna. The company has tried to make packing conditions as pleasant as possible for its many workers. The lines are all of stainless steel and fluorescent lighting is closely spaced down the long lines.

duction plant; in 1936 canned tuna on a program of not more than 3,000 cases in that year. By 1939, Cal-Marine had established its own "Rose Bowl" on sardines and mackerel; and "Priority" brand of tuna.

In 1940 the father, Joseph L. Gorby, died. His passing placed a burden on the two boys, but more on their mother, who had worked along with the rest during the "getting-started" years. By 1943 came the first major expansion to operations in tuna, sardines and mackerel on an important scale. A number more occurred until, in 1950 they built a separate tuna cannery, planned to give it status, so far as capacity and modern equipment design, combined with economy of operation, with the best in the industry.

Cal-Marine today is considered to be the largest packer of tuna not having a nationally-advertised label. Its "Priority" label was developed in certain large marketing areas over the country, and there given intensive advertising and promotion campaigns, combined with active support to brokers, until in those areas it has become one of the leading tuna brands.

To assure a constant supply of raw tuna, Cal-Marine now has a fleet of 11 modern tuna clippers and a fleet of purse seiners fishing exclusively for this cannery. So too with sardines and mackerel.

Of canned sardines, Cal-Marine is said to be one of the most influential factors—with the "Rose Bowl" brand—in the sale of California sardines in the export market. It also has large acceptance for "Rose Bowl" for both sardines and mackerel in the domestic markets.

Barry Co. Markets Pack

J. R. Barry & Company, headed by Jim Barry, has been connected with the sales program of Cal-Marine for more than 10 years, with exclusive sales franchise for both the domestic and export markets. Jim Barry himself has been active with canned fish brokerage for 25 years, and has consistently made Los Angeles his headquarters.

"During the last six years, production and distribution of canned tuna by Cal-Marine has increased tenfold; and production of all varieties of canned fish has increased 700%," said Jack Dinnerstein, for many years the firm's comptroller.

That would seem adequately to sum up the progress of California Marine Curing & Packing Company to the present time.

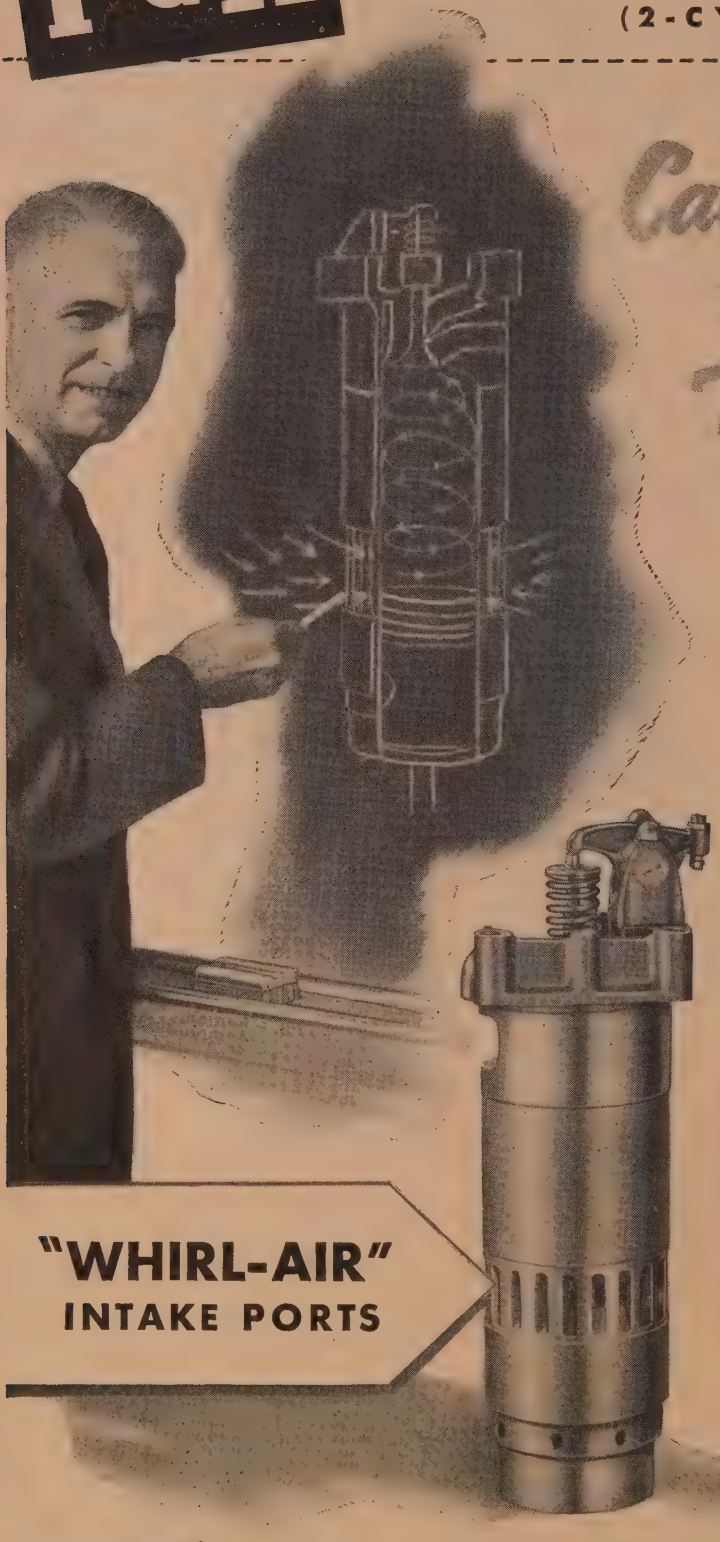
South Bend Oyster Plant Active Again

The plant of the South Bend Oyster Co. at South Bend, Wash., has been leased by Ed Gruble, who will operate it as the Willapa Bay Oyster Co. Gruble is an experienced oysterman and formerly was superintendent for the Coast Oyster Co.

The South Bend Oyster Co. plant has not been used for oysters for a number of years, and latterly has been devoted almost entirely to canning crab. With the short production of crab on the Washington coast during the past several seasons, the crab-canning operations in which it formerly engaged have been concentrated at the Pacific Pearl plant at Westport.

P&H Diesel Engines

(2-CYCLE)



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PACIFIC Fisherman's NEWS

OCTOBER 1952

-State Agency s Trawl Gear udy Under Way

uguration of a project of inter- o the dragboat trade was an- ced at Eureka recently when the *Scofield,* survey craft operating ne Pacific Marine Fisheries put in ne port. The Bureau of Marine ries, California, survey craft is engaged in a project to deter- the best type of net, as to mesh ther characteristics, for bottom g along the northern California- ern Oregon coast. The ship is ped with winches which can drag depth of 1,600 fathoms.

recent years the vessel has been yed in other research opera- relating to the habits of salmon, and other species. The vessel also d up information relative to the p beds lying off the northern rnia coast, resulting in the des- ion of new fishing grounds in field.

command of the ship is Captain rd B. Mitchell, of San Francisco. research staff includes a number dely known marine biologists: m Ellis Ripley and James L. e, Jr., both of San Francisco; Westerheim, Astoria, Oregon; Pruter, Seattle, Wash.

t Sheared Off

a freak accident, the San Diego erel fishing vessel, *Unione II,* ed off her mast even with the as Skipper Antonio Giocalone 1-man crew were attempting a erel haul. No one was injured as ast crashed.

le Flower" Sold Southern Seining

y Bozanich, San Pedro, among activities port captain for Pan- Fisheries, Inc., Terminal ; ship broker, etc., recently pur- l the 80' purse seiner *Little r,* from Monterey. He bought rom the San Carlos Canning ny. Skipper for the Southern rnia sardine season is John kovich, transferred over from *ciftwater.*

The climate is different but the yarns are the same, as three oldtimers from Alaska fisheries meet at San Diego, left to right; Pete Wold, who put the first full diesel into a halibut boat; Skipper Ole Hansen of the 40' steel "Premier," and his crewman and longtime friend, L. H. Legerness. Wold is now retired and living at San Diego. Hansen and Legerness were down from Seattle for the Albacore season.

Former Humboldt Whalers Now in Fish Trade

Gilbert Hunter and Herman Foland, partners in several ventures out of Humboldt Bay, have taken over the Fields Landing plant vacated by the Snider Fish Co., which has moved into Eureka.

The two partners are now operating under the name of Hunter and Foland Fisheries, and will buy, process and sell all varieties of fresh fish.

Foland and Hunter formerly operateed the whaling station at Fields Landing but abandoned whaling operations when the plant burned last year. They have no plans, they said, for resumption of whaling at this time.

New Skiff Wrinkle

The big purse seiner *California,* which has been serving as a salmon freezership in Alaskan waters, will soon have a new skiff when fishing tuna out of San Pedro: a 24-footer, built by Fairships of plywood construction and powered with a Chrysler Crown.

For durability and strength the skiff has been covered with fiberglass. *California* is owned by Andy Vilich and associates.

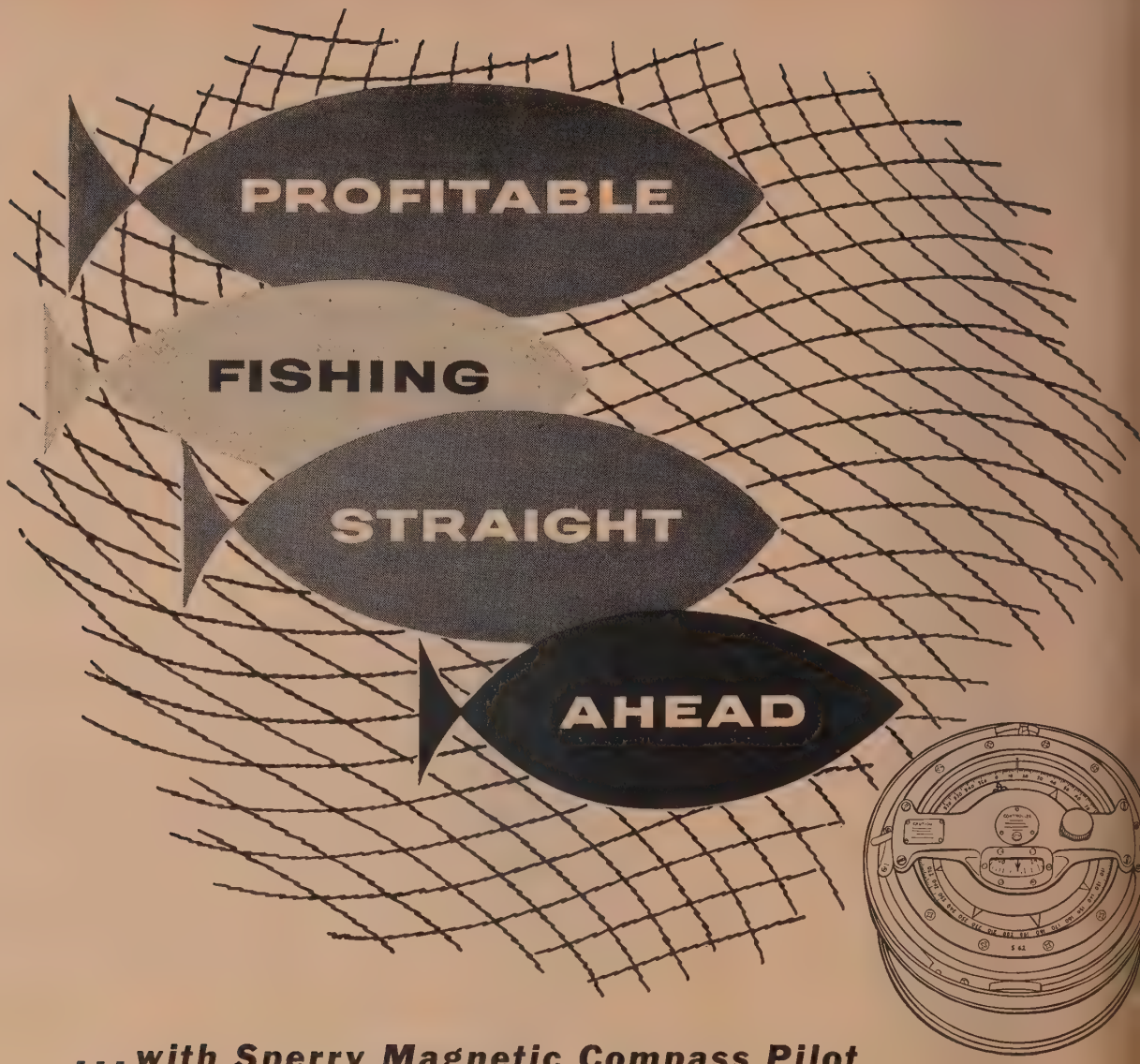
Collision Kills Astoria Gillnet Fisherman

John Haglund, who had spent his life as a gillnet fisherman on the Columbia River, was killed in a freak accident off the Astoria waterfront late in August when the bow-picker in which he was riding with his wife was run down by another gillnetter piloted by Gregory Vlastelicia of Astoria.

The Haglund boat, piloted by Gottfried Haglund, son of the man killed, had just emerged from the Astoria east-end mooring basin when it was struck. Haglund suffered a broken neck and skull fracture. His son was thrown into the water, but was able to climb back aboard.

"Scarlet Queen" Turns From Salmon to Tuna

Scarlet Queen, largest converted tuna hook-and-liner in the Southern California fleet returned to her home port, San Diego, recently after a most successful trip north to the Bering Sea to act as a salmon mothership. She arrived at Seattle with 300 tons, worth $252,000. Skipper for the Bristol Bay voyage was Robert L. Alversen, 29, who took over from the regular captain, Harold Morgan, Jr.



...with Sperry Magnetic Compass Pilot

The Sperry Magnetic Compass Pilot has proved its ability to follow a prescribed course under all sea conditions on varied types of fishing craft—in every kind of fishing operation. Sperry automatic steering gets a vessel to the fishing grounds and back with a minimum expenditure of time, fuel and manpower.

Heading changes are easily made and held automatically. And a portable remote controller permits full rudder control outside the wheelhouse. As a result, more men are released for fishing when most needed—while the catch is on.

Richer hauls are made—bigger profits realized.

The Magnetic Compass Pilot can be supplied with either an electric steering engine or a hydraulic ram . . . and it is backed by Sperry's dependable service. Our nearest district office will be glad to give you additional information.

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Pacific Fisherman's NEWS

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ners "Rescue" Swimmer

ipper John J. Evich and crew of San Pedro purse seiner *Clemont* ntly pulled aboard the famous San go channel swimmer, Florence dwick. It wasn't exactly a rescue; ly a way to call attention to the lly-famous Fishermen's Fiesta, annually in Los Angeles Harbor before start of the Southern Cali- ia sardine season. (Story and pic- s in the November issue.)

er Bozanich Dies

ter J. Bozanich, 69, for 45 years gure in the Puget Sound purse e fishery, died in the Marine Hos- l at Seattle late in August. He was ctive member of the Purse Seine el Owners Association.

Arrivals from Alaska Must Pass Immigration

Immigration boarding and inspection of *all vessels*—American included —*arriving from Alaska* will be required after Dec. 24.

This provision of the new McCarran Act passed by Congress this year was pointed out for the Immigration Service at Seattle in September.

The new immigration law requires that all vessels arriving at Seattle, or at any other American port, direct from Alaska would be required to submit to the same immigration of all persons aboard, just as though they had touched at a Canadian port.

Obviously, this will add several thousand inspections to the annual duties of the Seattle immigration authorities, and will impose burden and delay upon thousands of American vessels arriving from American ports.

The provision applies to *all vessels* —and to aircraft as well—and involves the salmon cannery tender fleet as well as fishing vessels of all sizes.

Eureka Fish Houses Crash Carload Trade

Shipment of several carload lots of fish featured market activity at Eureka during early August.

Consolidated Fisheries shipped a consignment of 40,000 lbs. of assorted fresh fish to eastern markets. The Theo Weissich Fish Co. shipped a carload lot of 36,000 lbs. to the Ohio area, and also made a big shipment to the Hawaiian Islands.

The Balestrieri Fish Co. made up a carload lot of fish from Eureka and Fort Bragg, about 40,000 lbs., shipped to New York.

A. Paladini, Inc. was shipping sizeable consignments to the southern California region, by truck. This firm was receiving considerable fish from Crescent City, for transshipment south from the Eureka plant.

The Tom Lazio Fish Co. has shipped carload lots of assorted varieties to various parts of the nation, and recently sent a consignment to Hawaii.

Grays Harbor—Westport's Fishing Mayor Saves Two

Rescue work by commercial fishermen and Sea Scouts saved three of seven sports fishermen who were pitched into the swells near the Grays Harbor bar at Westport August 10. Four others drowned.

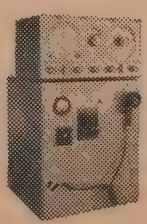
Bjarne (Barney) Nielsen, Westport mayor and long-time commercial fishermen, piloted his boat *Deutz* to the rescue of two of those saved.

The sports fishermen whose boats capsized were fishing in dangerous breakers.

"I'm scared to death of those breakers; every commercial fisherman is," said Nielsen. "We've fished this Harbor for years. That's why we're scared; but some sports fishermen don't realize the danger."

After Nielsen and his crew had pulled the two exhausted fishermen aboard he went over to warn two other boatloads of fishermen who were fishing in the breakers. They didn't want to follow the *Deutz* out, but Nielsen pointed to the body of an unconscious fisherman draped across the stern of the *Deutz*. The sports anglers looked and then started following Nielsen out of danger.

Most of the accidents occurred near the No. 9 buoy to anglers who went out too long before the tide ebbed.



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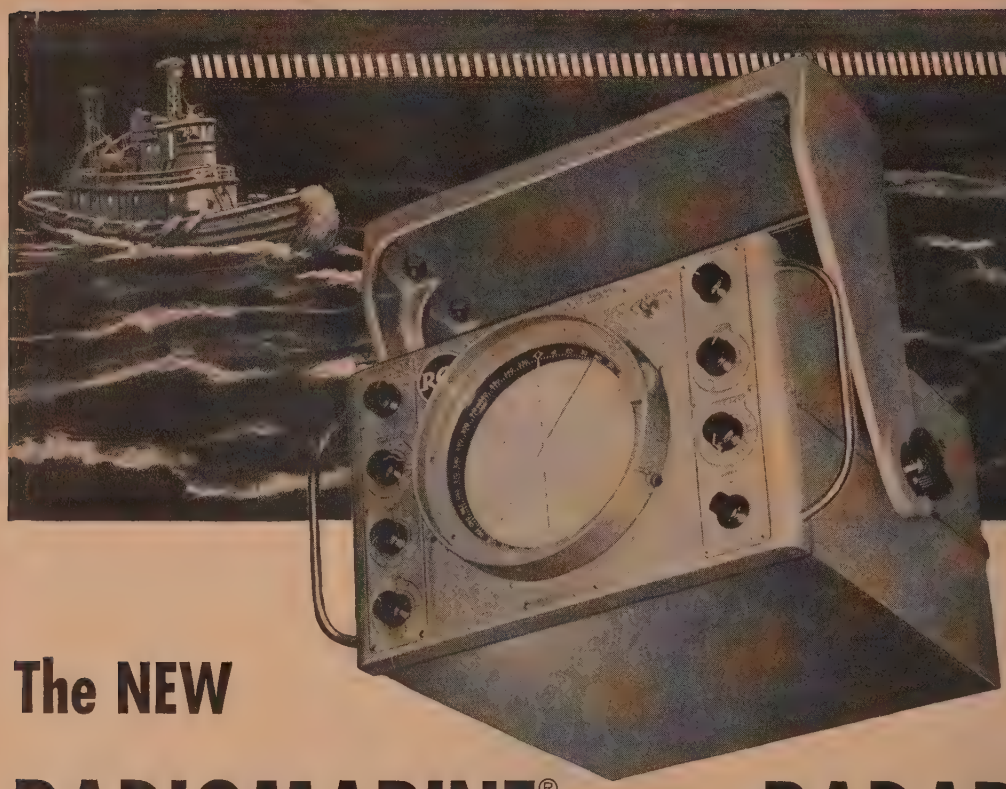

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RADIOMARINE® 3.2 cm RADAR . . .

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Now, mariners aboard small craft also can enjoy the advantages of radar. This new, low-cost Radiomarine Model CR-103 offers all the advantages of modern radar. Use it for pilotage . . . for position finding . . . as an anti-collision aid . . . for detecting storms.

Despite its small size, it has a 30-kilowatt transmitter. Operating on a wave length of 3.2-centimeters, it provides dependable and superior service.

Engineered and constructed to fit the small space limitations of tugs, harbor craft, trawlers, fishing craft, ferries and yachts, the CR-103 has these outstanding features:

Clear images on a 7-inch scope. Operating ranges of 1, 3, 8 and 20 miles, with a close-in range of 75 yards from the antenna.

50-inch diameter low wind resistance antenn weighs only 150 lbs.

Operates from 24, 32, 115, 230 volts D. C. 115/230 volts, 60 cycles.

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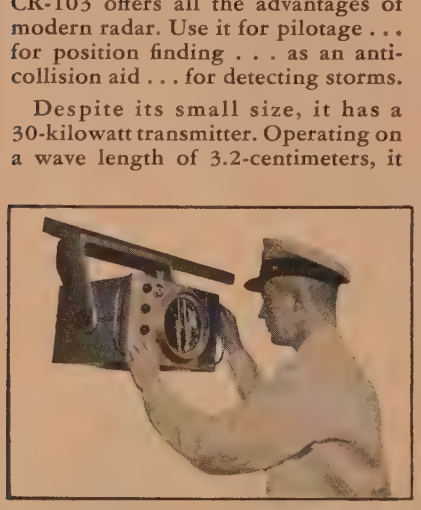
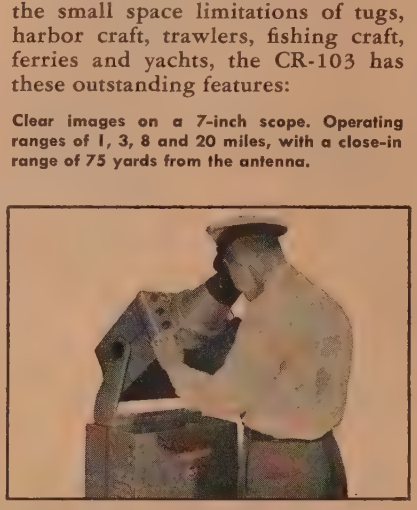


Mounted from the overhead



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storia Court Holds— Fishermen are Not Employes, But Independent Producers

olumbia River gillnet fishermen not employes of the packers to m they sell their fish.

ot being employes, but independd producers selling the products of r craft, their organization — the mbia River Fishermen's Protec- Union—is not a true labor union in the meaning of the law, and members therefore do not have right to picket as a means of en- ing their demands.

hese two sentences above brief the sion by which Judge H. K. Zim- man of Astoria made permanent injunction forbidding the gillnet- organization and its members n picketing the Columbia River kers Association and the New land Fish Co.

ne court said that the Supreme rt of the United States had previ- y ruled to this effect in an unani- s decision, and that he was mere- pplying the judgment of the high- court in the land.

dge Zimmerman pointed out that fishermen have a means of en- ing a demand for higher prices— can quit fishing; but as inde- ent producers they cannot picket.

Although the legal decision was rendered in a case which involved the right to picket, *the strike which produced the dispute largely resulted from packers' refusal to sign a contract whose wording sought to establish that the fishermen ARE employes.*

The packers, acting on advice of their legal counsel, declared they could not sign a contract accepting the fishermen as employes when the Supreme Court had held they were not and could not be. The price schedule sought by the fishermen also was a hurdle, of course; but that "employe" point was the real sticker.

The fishermen struck in mid-August and let the heavy run which comes in the latter part of that month pass upstream unfished. Although pickets were only posted at the two plants mentioned, all other canneries were shut down as the lower river gillnetters at least all stayed on the beach.

The Astoria court rejected the packers' petition for damages against the gillnetters' organization for losses suffered as a result of the strike.

Ever since the Supreme Court held in several cases arising on the Columbia River and in Southern California that organizations of independent fishermen selling their catch are not labor unions and are not entitled to the exemptions granted unions, leaders have sought to write into their contracts clauses by which the buyers grant employe status to the fishermen.

Signing of such a contract, thereby contravening a decision of the Supreme Court, constitutes an illegal conspiracy, packers say they are advised. In the Southern California I.F.A.W.A. cases the Supreme Court held that, as fishermen's organizations are not in fact unions, and therefore not entitled to exemptions from the Sherman anti-trust act and its injunction against conspiracies in restraint of trade.

Fisherman "Catches" Lumber

Maybe G. Yamamoto, Monterey fisherman, didn't have such a good day among the rock cod, Albacore or salmon, but he sure hit the jackpot in the lumber business one day last month.

Mr. Yamamoto who fishes for the American Fish Co., Monterey, was chugging toward port when he found approximately 1,000 board feet of lumber, 2 x 8s, 18' long floating around. Yamamoto's "catch" was estimated at $110, when he towed it to shore.

Veteran Fisherman Fishes A Veteran Net STARR

In the photo to the left is Captain Oscar Jensen of Seattle, owner of the gillnet boat STARNET. He is a veteran salmon fisherman of many years' experience on Bristol Bay and Puget Sound. Captain Jensen proudly displays STARLOCK* Gillnet made of Nylock Twine and proves that when a veteran fisherman fishes a veteran net you can be sure of one thing—*bigger and better catches!*

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STAR PERFORMANCE
for over 50 years

A. M. STARR NET CO.
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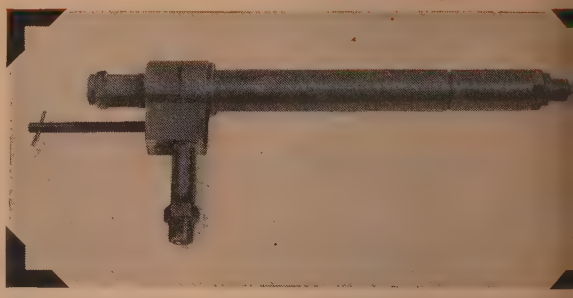
STANDARD ENGINEER'S REPORT

DATA	
PRODUCT	Standard Diesel Fuel
UNIT	85 foot purse seiner — 400 H.P. Enterprise Die
CONDITIONS	Fishing off California and Mexico coasts
PERIOD	Since 1944
OWNER	Sal Colletto Monterey, Calif.

No deposits on diesel injectors in 1200 hours tough wor

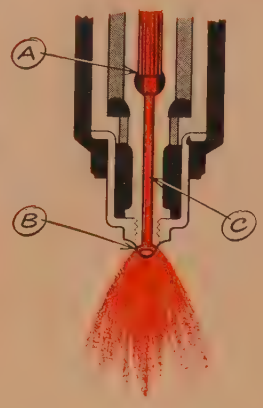
THE M.V. U.S. LIBERATOR fishes the high seas from California to as far south as Acapulco, Mexico. Her 400-H.P. propulsion engine works hard in the heavy seas, tides and tropical storms.



STANDARD DIESEL FUEL, used in the U.S. Liberato engine since she was built in 1944, has always p vided plenty of power and smooth operation under conditions—has burned "clean" and kept fuel parts good condition, according to her skipper and own Mr. Sal Colletto. Note the injector above remo for photographing after completion of a 1200-h fishing cruise.

USING RPM DELO HEAVY DUTY Lubricating Oil, here being added by Chief Engineer Buda, has practically eliminated bearing and piston overhauls on the engine. After seven seasons of work without overhaul, an inspection showed the tool marks still on pistons, rings free and in good condition, bearings tight. During this period, oil was drained at about 250-hour intervals.

How Standard Diesel Fuel cuts repairs and ups engine efficiency



A. Complete distillation and cleanliness prevent wear of fuel-system parts.

B. Proper ignition quality provides even burning and sustained power with minimum combustion shock, quick starting and smooth idling.

C. Has correct viscosity to provide lubrication of fuel-system parts—assures less wear, minimum leakage and clean injection cut-off.

REMARKS: Standard Diesel Fuel and RPM DELO Oil work together to develop the highest efficiency in diesel engines and come in different grades to meet operating conditions in all sizes and types. The fuel comes to you clean and is made to exact specifications; the oil contains special compounds which resist oxidation, corrosion, stop foaming and prevent wear.

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STANDARD OIL COMPANY OF CALIFORNIA

orth Calif. Crab eason Catch Hits .5 Million Lbs.

Crab fishermen along the northern ifornia coast wrote finis to the 2 season with the seasonal catch alling 2,509,886 pounds according statistics kept by Whitney Allyn, reka, for the U. S. Fish and Wild- Service. With the close of the son, fishermen and operators alike wed away their crabbing gear un- winter. The season reopens Novem- 15 in north coast districts 6, 7, 8 9; on December 15 elsewhere for commercial operators.

t Eureka, the season got off to a v start last December and lagged ough most of January. This, how- r, is a usual condition, due to the t that the north coast crab do not ch maturity until quite late in the ter. Operations began to pick up during February and continued at a brisk pace until mid-June, when another seasonal lag began to slow down activity, with only a trickle of crab being delivered as the season came to an end.

March was high month of the season at the port of Eureka, when 727,200 pounds were delivered during the period. July was low month with slightly more than 110,000 pounds showing up.

The seasonal price range ran from a low of 12 cents at the opening of the season, during December, subsequently rising to 14 cents at mid-winter, to 16 cents in March, hitting a high mark of 18 cents in mid-April and then tapering off again to 16 cents.

The north coast fleet suffered a serious blow in late April when a disastrous storm swept the area, whipping up heavy seas that pounded the shoreline and wrought havoc with pots, nets and other gear. Estimates placed the loss at more than 10,000 pieces of gear, with individual fishermen basing their losses on a base average of $30 per pot. The beaches were lined with thousands of broken pots and nets.

Shoreside plants report an excellent season with reference to picking and packing operations, with a brisk flow of the packaged product flowing into the commercial markets. Establishments packing on a large scale included the Tom Lazio Fish Company, A. Paladini, Inc., Eureka Cooperative Fisheries, Theo Weissich Fish Company. Other Eureka firms limited their operations in the main to the handling and shipping of fresh crab.

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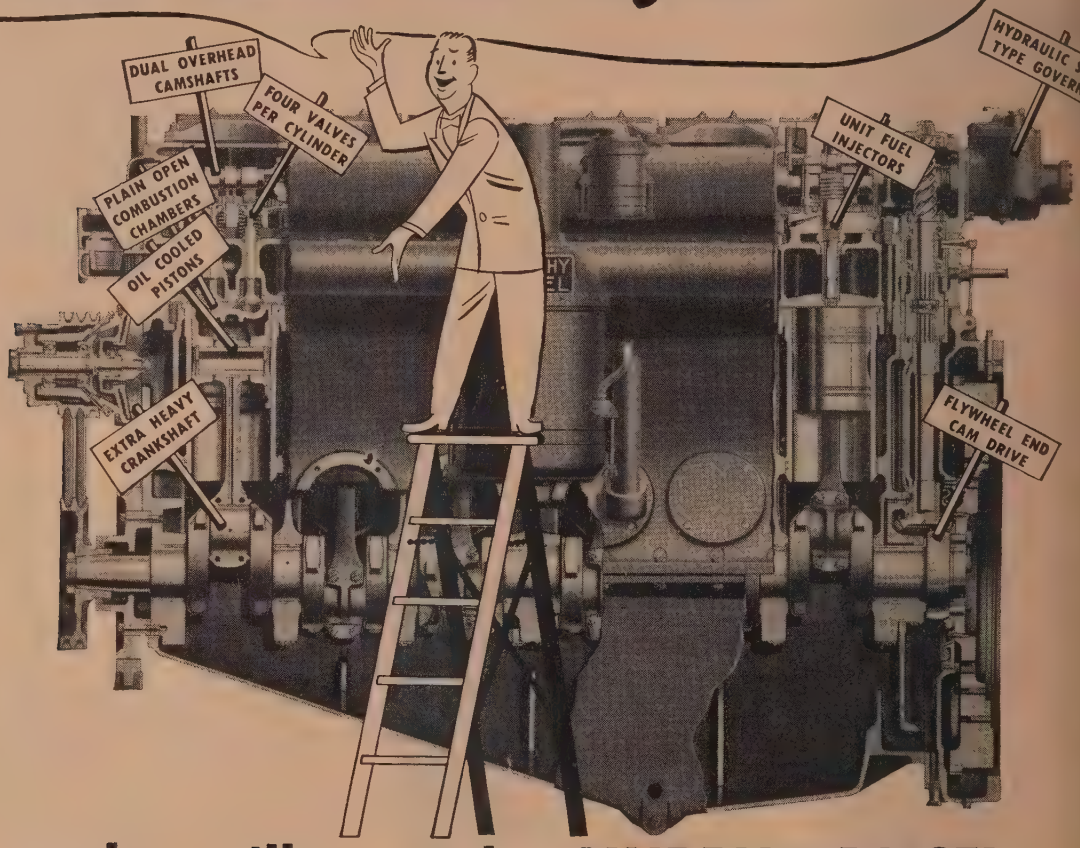
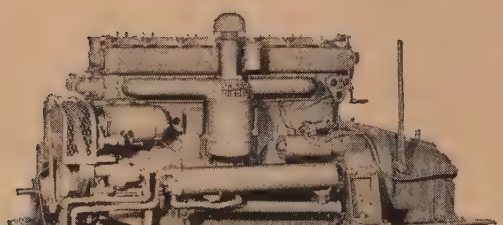


and you'll see why MURPHY DIESEL gives you more power, greater economy and longer engine life...



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Heavy duty power **for fishing**

Murphy Diesel marine propulsion engines and auxiliaries are made in sizes from 90 to 205 H.P.; marine type generator sets from 60 to 140 K. W.

FOR the most part, engines look pretty much alike from the outside, but to really judge an engine you have to look inside. The Murphy Diesel isn't afraid of comparison. It offers a combination of proved design advantages available in no other engine. Check these features for yourself and ask Murphy Diesel owners—they'll tell you what these features mean in terms of good heavy-duty power, minimum fuel consumption and long engine life.

Additional information is given in the booklet, "*10 Questions to Ask a Diesel Engine Salesman*". Ask your Murphy Diesel Dealer for a copy or write direct.

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Sales, parts and service in strategic locations throughout the nation

'heel-Fouling and ımming Feature ıdyerd Bay Clash

ıomas L. (Tommy) Atkinson of lakatla, skipper of the seine boat *Alaska* recently was arraigned U. S. Commissioner's Court in hikan on several charges as the rmath of a wild night chase by a and Wildlife Service agent in yerd Bay.

tkinson, who surrendered to au- ities a few days after the in- nt, entered a plea of not guilty ıe charges and was bound over he grand jury under $5000 bond. jury will convene in Ketchikan latter part of September.

tkinson is charged by John Wend- Fish and Wildlife Service agent charge of the Ketchikan office, assaulting an officer, forcibly re- ng arrest and impeding an officer he performance of his duties by ming the patrol vessel *Polar Bear*. ıe charges allegedly occurred n Charles Graham, Fish and Wild- Service agent who was operating *Polar Bear,* attempted to halt the *Alaska* and board it in search legally-caught fish.

ıe incident occurred the night be- the area was opened to com- cial fishing.

ıe patrol vessel spotted the *Miss ka* and another seine boat in yerd Bay, headed toward the en- ce, and gave pursuit after turn- its spotlight on them. The iden- of the second boat was not dis- ed. The chase reportedly lasted more than half an hour in the k of the night and ended after *Miss Alaska* allegedly turned, ran the fisheries patrol vessel and put it out of operation by throw- overboard ropes which fouled its eller.

vo search planes combed the area following morning, but no trace ither seine boat could be found. days later Atkinson came to hikan, consulted an attorney, and surrendered.

eanwhile, two other Metlakatla boats were fined for fishing in yerd Bay the night of the *Miss ka* incident. They were the *Verna* the *Dre'cille*.

ıptain Leslie Brendible of the *a* was fined $500 for fishing be- the season opened and his crew- were fined $250 each. They are y Lang, Roger Lang, Tom Guth- Elmer Booth and Roy Brendible. 1500 salmon on the boat were scated.

ıptain Frank Hayward of the *cille* also pleaded guilty to pre- on fishing and was fined $650 be- e of a previous offense. Henry mers, crewman with a previous se, was fined $350. Fines of $250 were assessed against the other crewmen: Perry Allen, Donald Bol- ton, Frank Bolton and Arthur Nelson. Approximately 12,600 fish, valued at well over $6000, were confiscated.

"Mary Ann" Founders

The 73-foot baby tuna clipper *Mary Ann,* built in 1945 at Newport Beach, Calif., foundered and sank in August, 190 miles south of San Diego. The crew of eight was rescued by the purse seiner *Genevieve H* out of San Pedro. The boat was owned by J. T. Siler of Wilmington and was skip- pered by Jim Hori, with Chuck Ver- ran of Wilmington. She was fishing near San Geronino.

F.A.W.S. To Investigate Tuna Import Economics

An economic investigation of the tuna industry, designed to determine the long-range position of the indus- try, particularly with respect to com- petitive imports, and what is needed to achieve and maintain a sound econ- omy in it, is being undertaken by the Fish and Wildlife Service.

The study will be made by the Branch of Commercial Fisheries un- der A. W. Anderson, chief. Consulta- tion with the Tariff Commission is designed to assure that the study will supplement and not duplicate that agency's investigations.

This is the business end, or forming die, of the world's largest rope laying ma- chine—a two-story device in American Manufacturing Company's, Brooklyn, N. Y. mill. It will shape a rope up to 20 inches in cir- cumference—thick as a man's leg.

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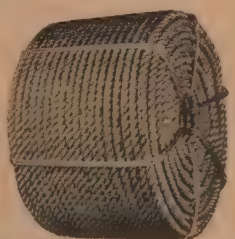

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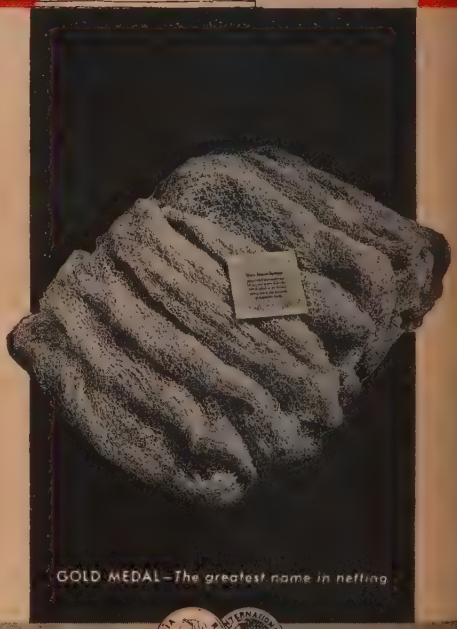
Ask your supplier—ask your friends—they'll all say, "Buy Gold Medal—it *holds* the fish you catch!"



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GOLD MEDAL SEINE TWINE—For hand-knitting, hanging and mending, get the same high-quality twine that GOLD MEDAL NETTING is knit from. Ask for and be sure to get GOLD MEDAL.

Other Netting Products: AN & T Coy Linen Gill Netting—Gold Medal Sea Island Cotton Gill Netting—Plymouth Rope—A complete line of Netting accessories.

Pelican's Pouch

he Pelican hurried down Salmon y as the cannery whistle sum- ied employees to work. "Turn off r washing machine," he called to riend hanging out clothes. "We y have only a couple hours work usual so you can finish your laun- later. Having had so little work season we must take advantage every hour."

he cannery had little work for lo- residents this season. The Filipino w brought from the States painted repaired all the cannery owned ldings while waiting for "ships t never came in" with fish. Several the boys are talented musicians have played for dances at the reation hall many times, thus re- ing the monotony of the season furnishing much needed enter- ıment.

ellow fishermen were worried re- tly when the *Blithe Spirit* had so le free-board at the stern. John ussen, skipper, hadn't been seen ling in any more fish than they, to all appearances he was nearly ımped. Engrossed with trying to ipher the conversations coming m his loud speaker, he had failed notice that the hose on his bilge broken, allowing a good deal of the Gulf of Alaska to run into his hold. The damage was soon repaired and everyone heaved a sigh of relief.

The *Brat*, skippered by Pete Larson, suffered minor damage to her guard rail during heavy seas. Repair was held up awhile because Helvig Christiansen, owner of the Marine shop was in Juneau due to illness.

The *Argus* joined the fleet in August upon the return from Norway of her skipper, Emil Vianola. His sons Art and Oscar have powerful radio sets on the *Belle J.* and *Anne Marie*, but not strong enough to reach Norway. Emil might have stayed longer had they been able to report the season's poor showing.

The Pelican Cold Storage has bought all the land adjoining the building and Little Hoonah. Lots are to be sold at cost to fishermen desiring permanent building sites. Being on high ground, it affords a wonderful view of Lisianski Inlet.

Emil Storsett skipper of the *Marion Jean* explained his chewed up prop as having come in contact with a stunted rock which failed to grow up enough to show at high tide.

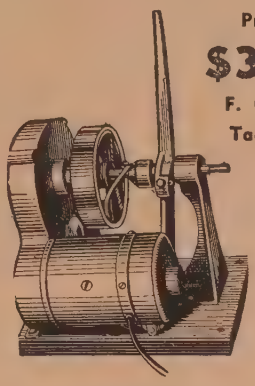
Elmer Mork, member of the armed forces, has returned to Elmendorf Field after spending his leave with his mother and the local belles.

Mr. and Mrs. Arvo Wahto, schoolteachers, and their two children have returned from a stateside vacation.

Local students will be housed in the one school the first week, or until the Filipino cannery workers leave. Then, as last year, the cookhouse will be used as a school because altho the addition to the school has been started, finishing material has not arrived. The eighth grade graduates have left to continue schooling in Juneau and the states.

METAL MARINE PILOT

for True-Course Automatic Steering



Price

$300

F. O. B. Tacoma

Manufactured by

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Tacoma, Wash.

ard W. Joseph, owner of the *Antoinette B.*

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Antoinette B. was built at National Steel and Shipbuilding Corp., San Diego. Woolsey "Metalast" System Paint supplied by Coast Equipment Co., San Diego.

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2019–2023 Main St., San Diego 13, Calif.

Gentlemen:

We have had such good results using Woolsey "Metalast" Coatings on the "Antoinette B." for the last two years that we wanted to write and tell you so.

We have never used any paints before on our steel hulls which have given such outstanding performance. Your "Metalast" Coatings have saved us money two ways — by preventing corrosion and by reducing cost and frequency of repainting.

We will gladly recommend your "Metalast" System to any operator of steel vessels.

Yours very truly,
Richard W. Joseph

OOLSEY "METALAST" is a revolutionary new thod of painting steel ships that prevents corro- n and attachment of marine organisms for *18 to months*. There are special "Metalast" Coatings bottoms, hulls, boot-tops and decks. Request nplete information and name of your nearest oolsey distributor.

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THREE reasons why you should use UNOBA grease!

You can't take chances on equipment failures during a run of fish. That's why it's so important that your equipment always receives the protection of the finest lubrication. Here are three reasons why so many fishermen agree that multi-purpose UNOBA grease is the very best:

1 UNOBA gives outstanding protection against rust and corrosion by resisting salt water ... even boiling water ... and temperatures up to 250 degrees.

2 UNOBA eliminates excessive wear because its tenacious coating cushions straining and grinding gears and equipment.

3 UNOBA is a multi-purpose grease. By using UNOBA you reduce grease inventories ... lessen the chance of using the wrong lubricant ... save yourself time and money.

Prove the superiority of multi-purpose UNOBA in your own marine operation. Give UNOBA a trial. You'll agree UNOBA is the finest lubricant of its kind.

Ask your nearest Union Oil Representative for the full money-saving UNOBA story. And remember, you can rely on Union Oil marine products ... and on the men who serve you at any of the convenient Union Oil marine docks in key Pacific harbors from Alaska to Panama.*

UNION OIL COMPANY
OF CALIFORNIA

76

*Union Oil marine products are also available in most principal west coast ports throughout Central and South America and in the Far East.

epoe Bay— Lundberg Wins edal For Heroism

ick Lundberg, who operates the *itee* from Depoe Bay, was award- he coast guard gold lifesaving l from the U. S. Treasury De- ment in ceremonies here in Au- The medal, highest award given en by the Treasury Department, bestowed upon Lundberg in rec- ion of his saving from drown- "Chuck" Youngblood when the r's boat, the 41′ troller *Acme,* zed in breakers half way be- n Neskowin and the Nestucca in the spring of last year. Pres- ion was made by Admiral Nor- H. Leslie, commander of the Coast Guard district.

e citation accompanying the l, signed by Secretary of the sury John W. Snyler, read "—for me and heroic daring on the noon of May 28, 1851. Lundberg alone tending crab pots from his some distance away when he two men clinging to the mast, only part of the sunken vessel ing above the water. Demon- ing excellent seamanship, and te heavy seas, gale force winds, the danger of fowling his pro- peller in lines from the sunken vessel, Lundberg maneuvered his boat through the breakers and close to the mast where he passed a line to one of the survivors and pulled him aboard. Before Lundberg could aid the other survivor, however, the man was washed off and drowned. Lundberg then put out through the heavy surf and, after reaching calmer waters, set off flares to attract attention to the scene. Lundberg displayed courage, initiative and fortitude while endangering his life during this rescue."

SAN DIEGO BITE-SIZE ITEMS

Manuel Monise, brother of *Tony Monise,* Shell's marine agent at San Diego, was at sea last month, substituting for *Capt. Danny Marks* on the *South Coast,* now on vacation . . . *Tony Batista, Jr.,* took out the *Mary C. Canas* for *Jack Canas,* who is retiring from tuna fishing . . . The well-known "relief" skipper *Manuel Serpa* is in command of the *Sun Venus* this trip, replacing *George Brum,* one of the co-owners, who is saying aboard as mate . . .

Constitution returned from her maiden trip in July with almost a capacity load from a voyage of 74 days. *Capt. Joe S. Rogers,* the clipper's principal owner, was aboard as guest skipper. "Everything worked beautifully, from Union main to the York refrigeration," said Captain Rogers to George Campbell of the yard that built the boat. *Manuel Neves, Jr.* is captain of the big bait boat . . . *Pete Peterson* is now on the *Belle of Portugal* while *Joe DaGreca* is on a Portugal holiday . . . *Fatima* had to be towed up the coast of Lower California when an intermediate shaft broke. San Miguel did the job. *Manuel Medina* is managing owner . . .

Charley Langdon, skipper and part owner of the *Corsair,* is in temporary command of the *Sun Dial* while his partner, *Melvin Morgan,* was back on the *Corsair's* bridge . . . *Matt Ghio* has replaced *Ralph McCabe* on the Bregnante family's clipper, *Sunset* . . . Joaquin O. Medina, veteran skipper, made a trip on his *Mayflower* to let his son, *Carl,* take a rest. Carl is back on the bridge again . . . The *Coronado* has a new tender, built by the Driscoll Bros. Boat Works, 17 feet long and powered with a Chrysler Crown . . . Campbell Machine Co. has put a new Monel tail shaft on the *Judy S.* . . .

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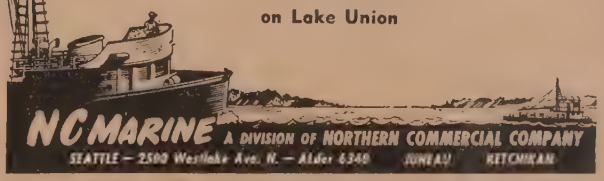

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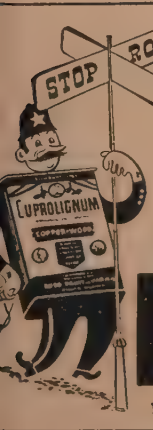

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SITKA SOUNDINGS

The salmon canning season wound up around Sitka with Pyramid Fisheries Inc., getting only about 15,000 cases, with Chums comprising the greater portion of the pack. Frank Wright, superintendent, stated this is a return of the escapement two years ago. At the opening of the season there were a few more fish than then, but as the season progressed fish became scarce. It is his belief that if the season had been opened in July and the fishermen had fished four days a week through July and August that the packers in Southeastern Alaska would have put up a reasonable pack and the escapement would have satisfied the Fish and Wildlife Service. The size of the fish this year have been unusually large. High boat for the seining season at Pyramid Fisheries, Inc., lies between the *Patricia May,* skippered by John Young, Jr., or the *Pauline,* skippered by Bill Peters. As this is being reported it could easily be a tie. The average seiner has barely covered his expenses.

Salmon trolling continues to be poor. Most of the southern boats have left for the south and many of the local fishermen have closed up their operations for the year and have taken shore jobs. A few of the local boys still have faith and are awaiting the run that skipped June, July and August. The Sitka Cold Storage Co. reports that the mild-cure salmon pack at Sitka is 43% short of that put up last season, with the Coho pack being the smallest in years.

Two boats delivered halibut from sub-areas, the *Vickie Lee,* skippered by Glenn Dobers, from areas 3B and 4; and the *Eclipse,* skippered by Adolph Samuelsen, from Hecate Strait. Reports from both areas were disappointing.

Emmett Philips, owner of the *Sea Star,* was trolling at Kelp Bay in Chatham Straits on August 24. Looking up from trolling pit, noticed smoke coming from the door of the cabin. As he reached the entrance, the interior burst into flames. He emptied a fire extinguisher in the cabin, but it had little effect upon the fire. Abandoning the boat in his skiff, he boarded the *Mohawk,* skippered by Guy Bogges, who was trolling near by and they stood by until the *Sea Star* nosed-dived in 20 fathoms of water. Emmett lost all of his personal belongings except a rifle, which was in his skiff. Insurance partially covered his boat loss.

Leighton Hoover of the *Checoako* died of a heart attack on August 28. He had been ill for a couple of mon but was improving and his death w a shock to his family and friends. was 47 years old.

Canadian Broadcast Will Serve Fishermen

Canadian Broadcasting Corporati the government sponsored radio ag cy, has initiated a program desig to serve commercial fishermen al the B. C. coast. Information on la ings and pack of various species fish and a complete weather serv are broadcast at regular schedules. addition, regular news coverage fishing in the neighboring waters the Washington and Oregon coast been made available.

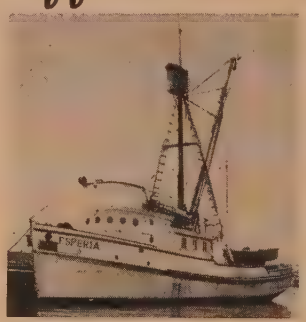
Fiddler Loses "Dollina"

A Vancouver seiner *Dollina,* own and skippered by Norman Fiddler, aground and was pounded to pie on rocks near Prince Rupert, B. August 29.

The 45′ *Dollina* struck the ro at Rose Spit, Dixon Entrance, duri the night, and radio calls for assi ance were answered by the 62′ sei *Kodiak,* which rescued the crew.

Captain Fiddler, member of a w known British Columbia fishing fa ily, said his vessel was a compl loss. There was no fish cargo abo at the time of the accident.

Offered For Sale



The Purse-Seiner "Esperia"

The purse-seiner Esperia is presently moored and may be inspected at the Forster Shipbuilding Co., foot of Ferry Street, Terminal Island, San Pedro, California.

You are invited to inspect this vessel and to present your offer to purchase to M. W. Engleman, representative of the owner, at the office of the Credit Managers Association of Southern California, 1501 West 8th Street, Los Angeles, California, DUnkirk 2-5451.

Specifications . . .

Type: Wood Purse Seiner with 24" raised forward deck. Dimensions: L.O.A. 76 ft., Reg. 65.8 ft., Breadth 18.3 ft., Depth 9.0 ft. Tonnage: Gross 72 Tons, Net 32 Tons. Main Engine: Atlas 4-cyl. Diesel, 135 H.P. Aux. Engine. Atlas Gas—1½ H.P. driving air compressor. Tailshaft: 4" diam.—Bronze. Light System: Electric Off 32-volt Battery Bank. Storage Batteries: (4) H.D. Marine. Fuel Tanks: (4); Welded Steel; 2600 Gal. Water Tanks: (2). Pumps: (2) 3" Cent. Bilge Pumps, (1) 3" Cent. S.W. Engine Cooling Pump, (1) 1½" Cent. Deck Pump. Windlass: Fabricated Winch with Cable Drum & (2) Niggerheads. Anchors: (2) 250 and 300#. Cargo Winch: Seine Winch, Line Shaft Driven-Double Niggerhead. OTHER INFORMATION: Vessel has Dry Exhaust; Smokestack; Newly Installed Radio Equipment; Fathometer; Two Compasses.

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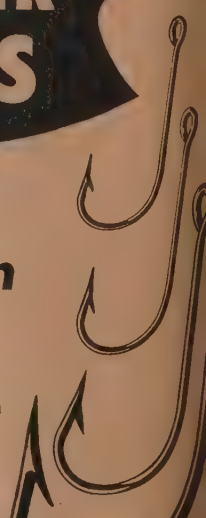

Bait stays on Pflueger Hooks until fish get caught. Strong steel holds fish until you get them into your boat. Needle sharp points and dependable finish make Pflueger hooks easy to handle and give long service. Ask your supplier.

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In addition, NYLOCK'S *special patented protected process* prevents knot slippage . . . strengthens the net and lengthens its life . . . prevents fraying . . . makes the nets much easier to handle and keeps dirt and marine matter from clinging to the net.

For further information, get in touch with one of the following manufacturers who make nets of NYLOCK NYLON TWINE:

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PAULS FISH NET CO., 357 W. Ohio St., Chicago, Ill.

THE FISH NET & TWINE CO., 310 Bergen Ave., Jersey City, N. J.

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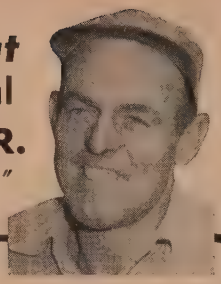

says . . .

DICK FRANCIS
Long Beach, California

I have used a Submarine Signal "FATHOMETER Jr." for over four years and have found it to be one of the best investments I have ever made.

My former boat, *Georgie Boy*, was equipped with one of the first FATHOMETER echo depth sounders and it was a great help in making the *Georgie Boy* high boat for Albacore.

My present boat, *Leona B*, is equipped with the latest type FATHOMETER Jr. red light indicator and you can't beat it for fishing.

— Dick Francis

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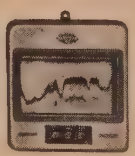
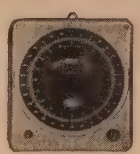
Indicates depths from 1 foot to 160 feet, gives true definition at 900 soundings per minute. Finds fish, locates shoals, ledges, underwater hazards. Pays for itself in safety, faster trips, bigger hauls. Transducer may be bilge mounted; no dry docking, no holes in hull.



Submarine Signal FATHOMETER* JR. (Recording Models 1373 and 1373S)

Records contour and type of bottom on moving chart; length, density and depth of fish schools. Model 1373 with dual range 1 to 100 and 100 to 200 fathoms. Model 1373S with dual range in feet for shallow water soundings: 1-200 and 200-400 feet.



Submarine Signal FATHOMETER* JR. Indicating Model 1080C

A red light indicator that shows water depth beneath keel 240 times per minute; depth range to 600 feet — 100 fathoms; warns of shoals, reefs, hidden hazards; finds fish; facilitates bottom navigation. Simple, compact, easy to install.

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Bits from the Bay

roll salmon in September was ing in good quantities to San ncisco buyers. Price to fishermen 24c, round.

est catches were made off Pt. es and Bodega Bay, where boats e said to be averaging 800-lbs. per h.

lbacore was reported to be slow San Francisco early last month. price staill remained at $300. The northern boats had not appeared the scene to any extent.

arine Radio Electronics, Fisher- 's Wharf, San Francisco, installed sher DF on Richard Miller's com- tion boat *Linda Lee,* Half Moon . F. Matthews, San Francisco, installed a Fisher DF on his *BE.*

ttle Flower, well known Monterey e seiner, formerly owned by tano Compagno, has been sold to y Bozanich, Pan-Pacific Fisheries, ninal Island.

ack from her charter in Alaska is San Francisco purse seiner *Pearl bor.* She was dry docked at Pacific Dock & Repair Co., Oakland, and master John Aiello took her to terey to fish anchovies and sar- s.

fter being repowered with a Union el engine, the San Francisco e seiner *New St. Joseph,* trans- ed into a trawler this summer, is fishing for Theo Weissich Fish Eureka. Sammy Tarantino is per.

was wedding bells last month for ming Miss Angela Gandolfo, hter of *Frank Gandolfo,* owner he San Francisco purse seiner *ra,* and Mrs. Gandolfo. Miss Gan- was married to Robert Ladd.

na V. II, Monterey purse seiner ntly caught her propeller in her nd was towed into Monterey har- by *Marittimo.*

l Romeo, Monterey, has char- l the Monterey purse seiner *Twin* from the owner, *Sal Maiorana,* terey.

l' Arancio took his Monterey e seiner *Vivian A.* to San Pedro h for mackerel, and according to rts is doing very well.

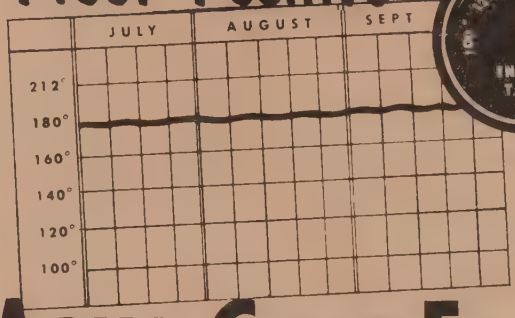
S. Lucido, Monterey purse r, skippered by *John Gradis,* re- y came in to French Sardine Co., ninal Island, with a fare of 1450 of tuna, taken in 12 days.

xiliaries for Albacores

epherd Marine, San Diego, re- the installation of several Petter l auxiliaries. The *Do-We,* owned on Byrd, is fishing with a 2-cyl. . Petter. The *Sportsman,* E. W. ell, fishing Albacore with jigs, a 2-cyl. 10-hp. air-cooled Petter. *Elsinore,* C. F. Terwilliger, Se- has a 10-hp. Petter.

Here's Proof Positive

YOUR ENGINE Won't Salt Down if you use the AQUA-CLEAR Feeder



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Here's what A. M. Walker, Manager of the well-known Engine Sales and Service Co., Terminal Island, California, reports:

"Last summer I installed an Aqua-Clear Feeder on a commercial fishing vessel which operates in salt water about ***12 hours a day, 7 days a week.***

"As an experiment we set the temperature on this engine at 180°. The engine was operated for a three month period, after which we removed the head and manifold. We found ***absolutely no evidence of any rust, corrosion, or salt.***

"We now feel sure that we can operate an engine, properly equipped with an Aqua-Clear Feeder, at a higher temperature than we could normally operate in salt water."

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mboldt Boat Shifts

he fishing boat *Portia*, operated by ph Piego, Crescent City, recently registered at Eureka, with that as its home port. The boat for- y was registered out of Coos Bay. r new registrations reported by I. Holland, Deputy U. S. Customs ector at Eureka include: *Pandora*, ed by Angers O. Angersen; *Per-* owned by Melvin G. and May M. sen; *Peggy*, registered to Eric sen. Change of ownership was stered relative to the boat *Melba*, owned by George Edeline and l W. Francis, Eureka. Charles nen, Eureka, formerly was a part r.

The 1952 board of governors of Commercial Fishermen's Inter-Insurance Exchange, whose home office is in San Pedro; left to right, back row, Slavko Ivancic, owner of the purse seiner "Adriatic"; S. M. Brummel, secretary-manager; Vincent Yelusich, "Two Brothers"; Andrew Vilich, "Corsair" and other craft. Front Row, Carmen DiMassa, "Tacoma"; Nick Felando, "Treasure Island"; Vincent Marinkovich, "Sunrise Ranger." The Exchange now has offices in Eureka, Calif., Astoria, Ore.; Tacoma and Everett, Wash. In a recent financial statement the Exchange announced a $716,423.61 net savings for distribution since organized in 1943. Not shown in the picture is R. S. Duzich, chairman; Andrew Tipich, "Sea Pride" and Anthony DiLeva, "San Antonio IV.

Mexican Officials Consult On Tunaboat Problems

A group of Mexican government officials conferred with San Diego's tuna leaders last month on matters affecting the Southern California fleets' operations in waters off Mexico. Raul Lopez Sanchez, secretary of the Mexican navy, was accompanied by the Mexican director of fisheries, chief of naval operations and others at a luncheon tendered them.

Hosts included Anthony Chiappe and J. J. Camillo, Lower California Fisheries Association; Victor Nigro, San Diego Fishermen's Association and Southern California Fishermen's Association. One of the matters discussed was extension of commercial fishing permits for smaller tuna vessels in Mexican territorial waters.

"Southwind" Repowered

The Kettenburg-38 *Southwind* has received a new power plant. The San Diego boat is now fishing Albacore with a 3-cylinder P&H diesel, sold by Engine Sales & Service, Terminal Island.

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SOUTH

G. A. MASTERS, 65' shrimper, owner B. F. Skinner, Brownsville, Texas.

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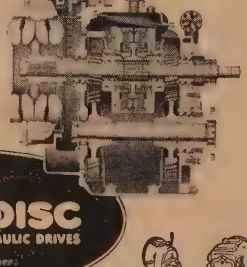

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Moss Landing— Rough Water Holds Fleet Largely Idle

Rough water held the fishing closely inside Moss Landing du much of the latter half of Au The majority of these boats had from the north where they had fi halibut in Alaska and salmon in Puget Sound area. With a wat eye on the weather and indicat of the expected run here, skip bided their time and got their b and gear in readiness. Whether run would develop or not was question. Boats were bringing in a half-ton to three or four tons during the month of August w weather permitted but the fish not up here in large numbers ye

Boats from the northwest in during this time were: T. E. Brei and his son Gordon, on the *Ba* from Tacoma. They are conne with the Kolstrand Manufactu Co. and Sunset Marine of Sea Also from Tacoma was Skipper Anderson on the *Marilee Ann.* F Seattle there was Kirsten Vedo on *Lindy;* Carl Anderson on the *C free;* Victor Jacobsen on the *Ar* and George Johnson on the *An* The *Seaway* was here with Ra Jacobson from Olympia and the *con* skippered by Douglas Brinto Harper, Wash.

From Vancouver B. C. were Berven and Ken Cooper on the *Randy,* probably the largest tr that has come into the harbor.

The new *Peso II,* owned by L Herrington and his wife, Dosha, m her initial visit to Moss Land Completed August 5 in Ilwaco, W the 51' troller represents the la design in a modern fishing vessel with Nash Martin's new *San Ma* makes a handsome addition to fleet. Bob Frederickson is the owner of the Herrington's first and the boat is being skippered Chris Leding, Leroy's brother-in- Leding formerly was on the *Prow*

* * *

Good fishing in Mexico contin through the month of August. ing a lull in the fishing there m skippers decided it was all over started heading up the coast to M Bay. Leaving their boats there mid-way point between north south skippers came home for s visits with their families before ciding which way to head. Boats remained in San Diego about re to come north decided to make other trip into Mexico when a num of vessels came in "plugged." most boats fishing down there been extremely good this year practically all the men say "they c complain." * * *

The American Freezer Co., fish b ers at Moss Landing have just c pleted their second finger pier to

e unloading of boats. The pier is ed with an automatic direct g scale and hoist and will be to handle the catches of two at a time with room next to the ier for speedy icing.

* * *

roup of local fishermen in Mor- y headed by Bob Starr of the *R.* have incorporated for the se of buying fish there. Known e Fishermen's Association of Bay, California, Inc., the asso- n has installed hoists on the y dock and plans year around g activity. Bob was appointed ss manager and buyer for the at a meeting of Morro Bay wners in San Pedro recently. He eased his *Ruth R.,* to Captain Weihola who will continue fish- r albacore.

ew deep water pier and marine e station is also being construct- Morro Bay. Mr. and Mrs. A. M. will buy albacore directly from ats and Signal Oil Co., will han- ne fueling. Heretofore fuel in amounts had to be ordered and brought from San Luis o. The new facilities will be com- early in September.

* * *

rash of new engines and en- verhauls has been taking place h the Monterey and Moss Land- shing fleets. Hover Equipment Co. completed a general overhaul on the purse seiner *Little Flower,* putting in new bearings and regrinding the crank shafts. The *Little Flower* is owned by San Carlos Canning Co. Hover is also installing a new 2 cylinder G-M diesel engine in Manuel Silva's boat, *Mary and Frankie.*

Al Annand of Al's Diving Service in Monterey helped Johnny Cecchini put a new 671 G-M diesel in his boat *Lou Anna Alma.* At the Monterey Boat Works, Hilmar Sorensen has just had his boat *Falcon* overhauled.

* * *

Les Ballinger, who sells gear to the fishermen at Cincotta's in Monterey, knows a lot about fishing. Les owns two boats and spent his vacation on his small boat *May-B* while Sal Enea of Monterey fished Les's other boat, the *Chubby.*

Pete Aspen on the *Visit* was in Moss Landing recently, his first trip down here this season. One of the first usually, to be here for the opening of the salmon season, Pete stayed in northwest waters and fished halibut. He reports that his sistership, the *Marylyn,* with Skipper Erling Beck may stay up north for the rest of the season.

* * *

Perry Barnes is the new owner of the troller *Venus,* purchased from William A. and Marvin A. Cope of Aptos. Before the Cope brothers bought the *Venus,* the boat was named the *San Guiseppe,* owned and fished by Travis Evans. Travis now has the new modern troller *Katherine,* fishing for the San Luis Fish Co., of Avila.

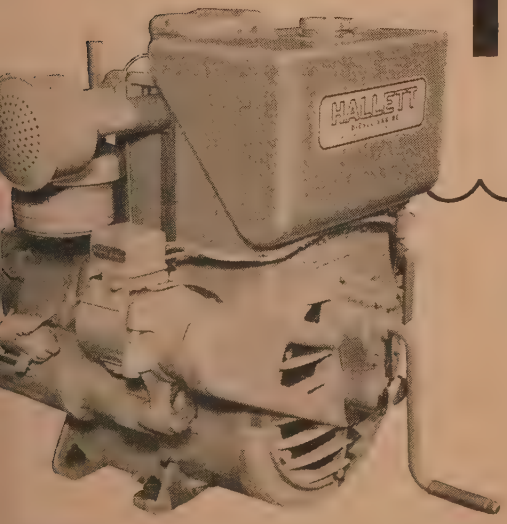
Part of the transaction in the sale of the *Venus* was the trade-in of Perry's small type Monterey boat, the *Monaco.* Donald Woodward, Moss Landing boat broker, handled the negotiations.

* * *

Mid-August found most of the Moss Landing Albacore fleet still in the south. Reports of good fishing down there continued to come in. Many of the boats were fishing in Turtle Bay, off Rosa Bank and Uncle Sam's bank about 580 miles south of San Diego. George Morris of the *G. G. I.;* the Roy Johnsons of the *Christe II,* Don Jacobsen of the *Norge,* John Martinsen of the *Isis,* Pete Lasich of the *Daybreak,* Gus Johannsen of the *Belle J. II* and Bill Anderson of the *Western Skies* have all brought in pay loads to San Diego and Terminal Island.

Chuck Goodale on the *Mary Kay* and John Hopp on the *Corona* made some good catches of tuna off Morro Bay. Some of the northern trollers who had fished for salmon in the Puget Sound area came into Moss Landing to wait for the tuna run here. They were Lee Schutt on *Willanina,* Adolph Sandness on *Adhara,* and Martin Ringstad on *Rex.*

rugged



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reka—
lbacore Run is
ight on Schedule

ue to the pattern set during re- years, Albacore made their an- appearance off the northern Cali- a coast in force in mid-August. big run of the fish was encoun- about 50 miles west of Hum- Bay by a number of boats that been scouting the area, with the t that Eureka fishermen began ash in on the seasonal Bonanza the outset.

nors for first catches delivered ort went to the *Loyal,* Skipper Andy Lindstrom; the *Karen,* Skipper John Hansen and the *Duke,* captained by Richard Reeves. The three craft together unloaded more than 50,000 lbs., the first consignment going to Consolidated Fisheries.

During the ensuing week Albacore continued to pour into the port and at the end of a ten day period better than 136,000 lbs. had been landed. Companies sharing in deliveries were Consolidated, Theo Weissich Fish Company, A. Paladini, Inc. and Tom Lazio Fish Company.

First deliveries to the Lazio Company constituted the signal for canning operations by that firm, and operations in that direction kept a sizeable floor force busy.

Prevailing price for early landings was $300 per ton, compared with a quotation of $250 last season, but some firms were paying a premium up to $325. Some of the fish was being sold from dockside for home canning at 25 cents a pound, with Eureka housewives taking advantage of the opportunity to stock their larders and freeze boxes.

During the last three seasons the Albacore have run from mid-August until the middle of September, tapering off after that time.

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ADVERTISING INDEX

American Manufacturing Co. 37

Blackburn & Co., W. R. 50
Bludworth-Marine 51
Brownell & Co., Inc. 43
Bryant's Marina 50

Canal Electric Co. 51
Cowelco 41
Credit Managers Assn. 42

Electromatic Sales & Service 50
Engine Sales & Service, Inc. 35
Enterprise Mfg. Co. 42

Fellows & Stewart 51
Forster Shipbldg. Co. 51
Freeman, Doc 50
Freeman, Wood 39
Fremont Electric Co. 31

Hallett Mfg. Co. 49
Hall-Young Co. 50
Harbor Boatbldg. Co. 50
Heminway & Bartlett Mfg. Co. 43

Kettenburg Boat Works 35

Larson Boat Shop, Al 51
Linen Thread Co., Inc. 38

MacDonald & Co., D. K. 46
Marine Equipment Co. 50
Mathers Supply Co. 47
McKinney & Co., H. G. 50, 51
Metal Marine Pilot 39
Monk, Edwin 51
Murphy Diesel Co. 36

National Supply Co. 35
N. C. Marine 41
Nordberg Manufacturing Co. 52
Nordby Supply Co. 44
Northwest Instrument Co. 47

Pacific Bearing & Eqt. Co. 50
Pacific Electronics 31
Pacific Towboat & Salvage Co. 50
Pan Asiatic Trading Co. 50

Radiomarine Corp. of America 32
Raytheon Mfg. Co. 44
Rudd & Cummings 41

Seaside Supply Stores 50
Shepherd Marine 47
Shore Line Diesel Maintenance 51
Sperry Gyroscope Co. 30
Standard Oil Co. 34
Starr Net Co., A. M. 33
Stay-Tite Products Co. 41
Sudbury Laboratory 45, 51

Tacoma Boatbldg. Co. 44
Twin Disc Clutch Co. 48

Union Oil Co. 40

Walter Machine Co., G. 47
Washington Iron Works 51
White & Sons, Inc., Wilfrid O. 46
Woolsey Paint & Color Co., C. A. 39

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Owned by Russell Bertoson of Ninilchik, Alaska, these two 32 ft. salmon boats are each dependably powered with a 145 hp Nordberg "Knight" Gasoline Marine Engine. Swinging 22" x 22" wheels through 2.44 to 1 reduction gears, these sturdy tunnel stern boats were checked out at a speed of 12 knots. To handle a big share of the fishing job, each engine is equipped with a front end power take-off and auxiliary drive, for powering deck winches, bilge pumps and auxiliary generators.

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le the emphasis is on youth in
w executive personnel of West-
Sun Harbor Company, the exe-
of duties for producing adver-
and distributing that multi-mil-
ollar business of "Breast O'
en" canned tuna, is in the hands
n whose experience vastly ex-
their years.

national canned fish field has
much during the past year
the changes in this company
California Tuna Canning Com-
of San Diego. Some confusion
esulted. Today the situation is

tgate-Sun Harbor Company has
t all the stock of the California
Canning Company, and this or-
ation is now extinct. While the
s "Breast O' Chicken" brand
ave the benefit of the large na-
advertising campaign, "Sea-
e" will be retained and promoted
ously in certain markets where
achieved real importance.

ing Operations Shifted

to canneries: The huge plant of
ate-Sun Harbor Company, at
Bay Front, San Diego, will be
tinued this month and leased
nsolidated Vultee Aircraft Cor-
on for warehouse space and re-
work. All canning operations
ansferred to the former People's
ng Corporation plant at 1564
28th Street, often referred to as
how cannery of the west."

plant had been merged a
or so years ago with the West
Packing Corporation, Long
, and processed most of that
n's tuna pack. Meanwhile, the
iego Packing Company's plant,
Belt St., had been acquired by
M. Nielsen and associates, and
changed to California Tuna
ng Company, with W. L. Robin-
s vice president in charge of
ction, and Glenn Martin, secre-
reasurer.

orate Changes Outlined

Crivello, executive vice presi-
of Westgate Sun-Harbor, sold
rt of that company to financial
sts; then W. Wade Ambrose, the
ent, disposed of his holdings,
briefly as president under the
nanagement, and then resigned.
fornia Tuna Canning Company
acquired substantial stock in
ate-SH; and it was announced
ompany would take over distri-

JAMES B. LANE

President of Westgate-Sun Harbor Co., who began with the firm as a salesman, achieved national recognition as a tuna merchandiser, and attained top desk in this expanded house.

bution of the "Breast O' Chicken" tuna label. However, by mid-August a reverse decision was made; Westgate-Sun Harbor regained its identity and absorbed Cal-Tuna.

An exchange was made between Westgate-Sun Harbor and West Coast whereby the latter took possession of the former San Diego Packing Company plant. Thus, Westgate-Sun Harbor transfers to the former what was originally People's Packing Co. plant, and has enlarged it from a capacity of 80 tons to 250 tons daily. Now "Breast O' Chicken" and "Sea-Preme" canned tuna are packed in one of the country's most modern fish-packing plants.

As to executive personnel of Westgate-Sun Harbor: James B. Lane, the firm's former vice president and director of sales, and last year's president of the California Fish Canners Association, is president of the company, succeeding W. Wade Ambrose. Other officers: Kenneth J. Berglund, executive vice president; William L. Robinson, vice president, charge of production; Glenn Martin, treasurer; Harold P. Requa, Jr., director, advertising and promotion; Larry Kaner, sales manager; Jack Buchanan, manager, direct sales; Warren Enoch, superintendent; Janous Marks, fleet manager.

Plant Perfecting Program

Acquisition of Bill Robinson as manager of production gives the cannery one of the recognized tuna-packing experts in the industry. He has planned a plant of shining stainless steel, with four complete lines, automatic packing where possible, and 600 employees. To assure the ultimate in cleanliness, the great packing room is surrounded by 6′ of tile. The floor is smooth concrete, graded to drain for washdown.

Featured equipment of the plant are six of the new type, straight-line Continental Can sealers; with four standard closers; five Carruthers fancy Pak-Shapers; three Standard Iron C&F packers; and a new type of can washer. There are 12 double cookers; seven retorts, some of which have the Harris Quick-Opening Door for safety; four high-speed Standard-Knapp labeling machines; four automatic casers and a pair of case-sealing machines.

Sardine-Mackerel Operation Planned for San Diego

It is of real interest to know that Westgate-Sun Harbor Co. is planning a sardine and mackerel packing section, and will have it in operation this season, if time permits, which Mr. Robinson thinks is doubtful.

The former reduction plant at the 1995 Bay Front plant, has been transferred to the new location. It has a capacity of 15-tons per hour, has a Standard Steel press and low temperature dryer. There is also a stick-water plant in connection.

Reason for the company's decision to go into sardines and mackerel at San Diego is because in late years sizeable schools of both have been fished offshore; and last season, tons of sardines were trucked to Los Angeles-Long Beach canneries.

The fact that the company may not get the sardine-mackerel plant in operation right away is offset by the fact its Monterey cannery is operating on tuna and can pack on sardines. Paul Jepson is manager; Joe Miller, superintendent.

New general offices for Westgate-Sun Harbor are established on Harbor Lane, on a location that was formerly the products showroom for National Steel & Shipbuilding Corporation.

Quality Always

FOR many years the canned salmon industry has utilized its resources to give consumers a better product constantly improving production and distribution methods.

Today, the industry offers with pride a consistently fine basic food that is rich in nutritional value, appetite appeal and adaptability to modern mealtime needs.

A one-pound can of salmon contains enough health-building goodness to feed a family of four a delicious, satisfying meal. High in protein content, it boasts many other essential food requirements also. *Canned salmon is actually an economy food!*

All the facilities of Pacific American Fisheries are pledged to continued development of the industry.

PACIFIC AMERICAN FISHERIES, Inc.

South Bellingham, Washington

"Quality Always"

Sales Subsidiary: DEMING & GOULD COMPANY, South Bellingham

cific Fish Men N.F.I. Committees

harles D. Alhadeff, president of National Fisheries Institute, re- ly announced N.F.I. committee ointments, with numerous Pacific st members in key positions.

ch committee memberships among t Coast operators include:

y-Laws—B. W. Shipman.

y-Products — Malcolm J. Goldie, V. Wilde, A. H. Mendonca, N. F. anich, Lawrence Oliver.

nance—Lionel Shatz, Harald Syn- vedt.

nport—Henry H. Goodrich, R. P. cher Jr.

gislation — Montgomery Phister, es H. Cellars, R. P. Fletcher Jr., d Turnacliff.

ublic Relations—Henry H. Good- Arthur Freeman, Malcolm ie, E. A. Ruthford.

uality—Harry R. Beard, Arthur man, W. B. Hall, Douglas Hager.

solutions — Harald Synnestvedt William C. Eardley.

affic—E. A. Ruthford, J. J. Cam- J. W. Mendenhall.

embership—Aldo Casaretto, Theo ssich, C. M. Merry, Robert Cole, evy, Samuel DeLucca, Sam Cat- a, Emanuel Stein, D. M. Lewis, rice Rattray, Meyer Bornstein, ld Synnestvedt Jr., Lowell Wake- Anton Sorensen, Carles R. Byer.

lied Industry Membership Com- ee—J. W. Willis, Jack Alhadeff, . Ruthford, Gordon Bruce, Wallis ge.

embership on the *Allied Indus- Committee* includes E. Cunning- Louis Lichtenstein, Clarence er and N. C. Brownell.

ctrical Fish Guiding ts Reach 2nd Phase

E. Atkinson, chief, Pacific Sal- Investigations, Fish and Wild- Service, announces that the first s of laboratory studies on the rical guiding of fish have been pleted. About a year ago the ice began intensive research to lop methods of preventing young on from passing over spillways, ugh turbines or into irrigation di- ons. Of all the methods explored, rical fish guiding appeared to be st practical solution to the prob- but before it could be applied eld problems the electrical con- ns which are lethal or injurious ne fingerlings had to be deter- d. The study just completed de- the safe electrical levels for us sizes of chinook fingerlings in s of voltage and current density, duration and frequency, and h of exposure in the electrical

B. Collins, who is in charge of project, is now preparing for the phase which will determine the nt pattern most effective in ng the young salmon.

CHISIK ISLAND is a power scow from the fleet of Snug Harbor Packing Co., which repowered her for the 1952 season with a pair of Buda diesels of 156 hp., working through a 3:1 Twin Disc reverse and reduction gear. This gives her plenty of power for even the big tides on Cook Inlet.

Nushagak Closure Plan Stirs Resident Netters

Closure of the Nushagak side of Bristol Bay for the entire 1953 season—proposed by the U. S. Fish and Wildlife Service at the Naknek-Dillingham advance hearings on the 1953 regulations—created something of a sensation, particularly at the Dillingham hearing.

Something which the Service did not announce—and which would have generated five times as much consternation—is that it actually is contemplating a *five-year closure* of the Nushagak, suspending that fishery for a full Red salmon cycle in order to re-build that obviously impaired fishery.

Whether such a cycle-shutting ever is actually put into effect remains to be seen; but there can be no question but what it is being considered by the responsible officers of the Service.

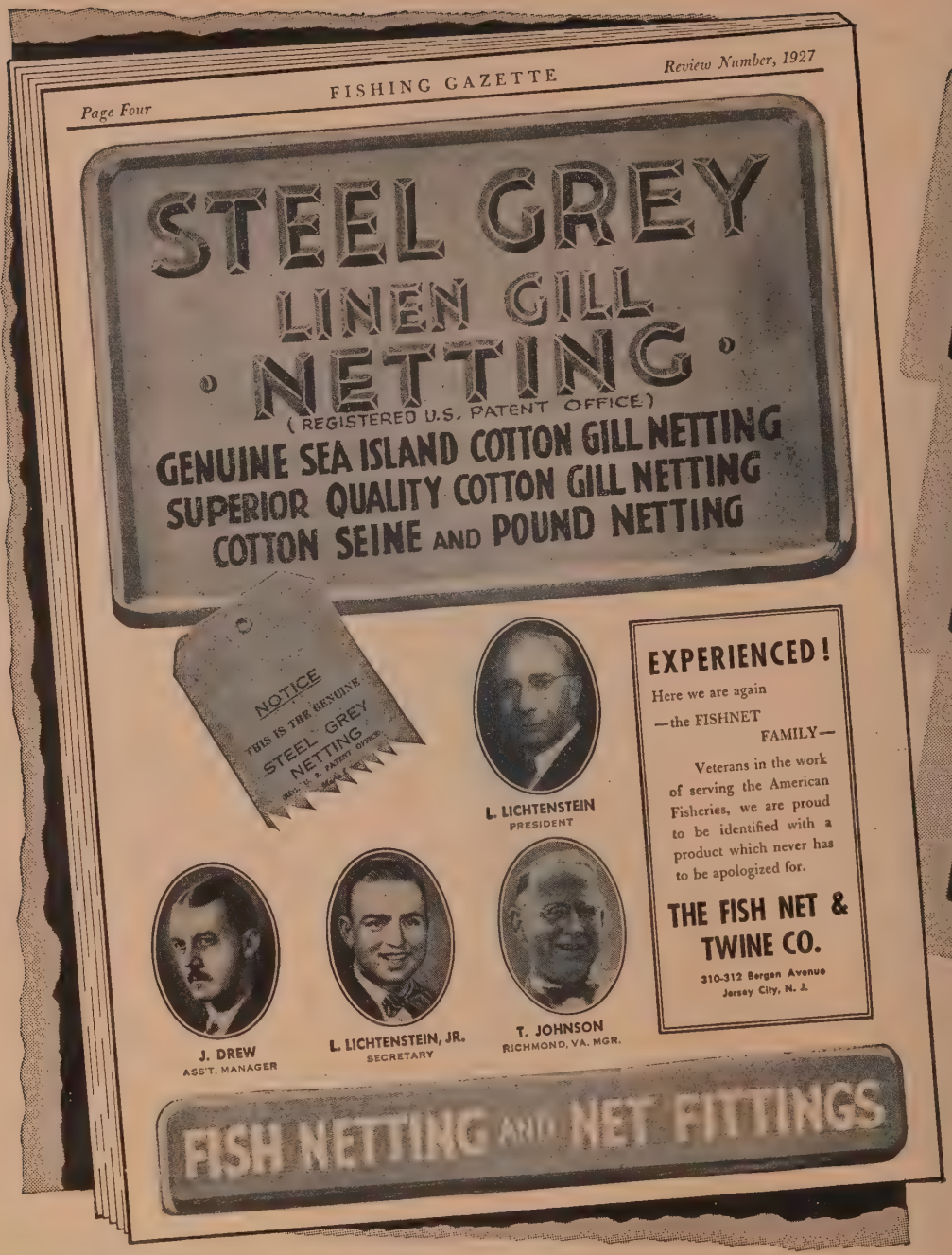
There was considerable local support at the Bristol Bay hearings for limitation of Nushagak fishing to Bristol Bay residents. Under administrative practice, this probably would have the effect of limiting that fishery to set nets, operators of which are required to furnish affidavits that they are bona fide residents of the Bristol Bay area. Validity of such a limitation upon the right of fishery is perhaps open to question, but it has not hitherto been a matter of sufficient concern to be brought into the federal courts.

Early closure of the Ugashik fishery in the middle of the 1952 season produced something of an administrative mess.

The early run on the Ugashik was *very* poor, and the Fish and Wildlife Service closed the fishery for the balance of the season to insure escapement. Thereafter extremely heavy escapement appeared at the counting weir, with the result that in the neighborhood of 650,000 fish are reported to have been counted through — about three times the commercial catch. The Service hastily re-opened fishing just at the end of the regional legal season, but it was too late to be effective, as most of the fishermen had long since gone elsewhere. Perhaps 15,000 fish were taken by the late opening.

Seattle Troller Drowns

Evan Thomas, Seattle, operator of the one-man troller *Spruce,* was drowned at Neah Bay Sept. 1 when he fell overboard from a skiff while seeking to board his troller.



25 YEARS AGO...

We ran this page in the trade papers, as shown above, with the exception of photographs which have been brought up to date.

Three of the original FISHNET family are still "on the job" and the famous STEEL GREY Linen Gill Netting and SEA KING COTTON Pound and Gill Netting can still be had "at the old stand". Now we have a new product—NYLON GILL Netting, made from Du Pont Nylon, that was unknown 25 years ago. We always keep up to date.

Today, as then, "we are proud to be identified with a product which never has to be apologized for".

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Serving the Fishermen's Needs for Over 100 Years

cond Peruvian Tuna rgo at Monterey

una packing activities at Monterey ed up last month when the 183' a Rican vessel *Spicewood,* unload- 560-ton cargo of Skipjack and owfin tuna from Peru.

ie ship had previously delivered tons in Monterey last October in xperiment by Peninsula Packing . in importing frozen tuna for essing in Monterey.

ninsula Packing Co. will add lo- aught Albacore to its pack this for the first time.

the 560 tons delivered in Mon- , about 400 will be processed at nsula Packing Co. under the thern Seas" brand, and the re- der will be shipped north for ing.

orge Leutzinger, manager of nsula Packing Co., said that the l tuna canning experiment was ccess. The plan was to substitute rted and local caught tuna for sardines which have been miss- in the Monterey area for four , and thus give the cannery em- s steady work.

rnard H. "Barney" Kitchens, for- manager of both Custom House ing Co., and Peninsula Packing in Monterey for a number of , has left for Lima, Peru, with amily.

ere he will have charge of Wil- Ellis Co. plants and freezers as as purchases for export.

Kask Named Tuna Commissions

John L. Kask, assistant director e Fish and Wildlife Service, has appointed by the President as a d States member of the Inter- ican Tropical Tuna Commission he International Commission for cientific Investigation of Tuna.

both of these commissions Dr. succeeds Milton C. James, who d as the Service's assistant di- this year.

Kask was in Costa Rica in Au- to attend the fourth meeting of nternational Tropical Tuna Com- on being held in San Jose from st 13 to 15.

se Commissions were estab- by conventions between the d States and Costa Rica and the d States and Mexico.

bb" to Dig Deep Oregon Banks

exploratory vessel *John N.* late in the summer initiated an atory cruise in which she ed to fish banks from Cape to Cape Meares, and also off Harbor, down to a depth of thoms—to see what could be at those depths, as well as to ie operating problems involved.

continues the deep-trawling tarted off last year year.

Two men well known to Pacific Coast fish and shellfish industries were elected to the top-ranking positions in the Shrimp Association of the Americas at its recent annual meeting. They are Carlton Crawford of Texas, former president of the National Fisheries Institute, and Hector Ferreira, a leader in the shrimp industry of Mexico's Pacific Coast from its inception. They were chosen president and secretary, respectively, of the Shrimp Association of the Americas. In this picture, from left to right: J. R. Clegg, treasurer; Carlton Crawford, president; Pedro Pinson, vice-president; Hector Ferreira, secretary; Pedro Palozuelos, member of the S.A.A. board of directors and president of the Camara Nacional de la Industria Pesquera.

Cut-Backs Again Slapped On Tuna Clipper Sailings

Southern California tuna packers were evidently trying to play it safe last month when at least two of the largest canners placed their offshore fleets on rotating-sailing schedules, one of them quite severe. Tonnages were not high for the eight months and first-hand inventories were reported low, but climbing.

To September 1, California had received — from domestic and foreign sources—approximately 118,000 tons, as compared to 130,000 tons to that date last year. The case production was 5,142,096 cases against 5,550,000.

During August, Los Angeles-Long Beach district received 17,638 tons; San Diego, 9,773 for a total of 27,411 tons. Production was a gross 1,279,775 cases. Comparing this with August of 1941: 26,198 tons; 1,237,362 cases.

There was a good possibility that the balance of 1952, without sailing restrictions, could have produced a total far in excess of all of 1951: 173,236 tons; 7,440,257 cases. The final four months of 1951 produced 43,000 tons and 1,900,000 cases.

Imports of raw tuna, particularly Albacore from Japan, 12,000 tons at Los Angeles Harbor alone to October 1, was a factor in hampering operations of the domestic fleets again. However, it had finally been a fair year for the small boat fleets operating for the Longfins.

The purse seine vessels had experienced a rather better season than last. Some Bluefin hove in sight, to the extent of 1,641 tons in August, and brought the season's total for Bluefin to 2,000 tons, best for some years.

Albacore Exploration Finds Poor Fishing

Exploratory fishing for Albacore by the *John N. Cobb* of the U. S. Fish and Wildlife Service proved one thing this summer: *fish were scarce.*

First Albacore was taken June 24, 525 miles west of Trinidad Head; but fishing was poor thereafter until just a month later when the best fishing of the summer was found 45 miles off Cape Falcon, Ore. From July 28 on, fishing dwindled again.

During the summer 147 Albacore were tagged with streamer tags and released again.

Gross Retires After 30 Years with Booth

H. A. Gross, vice president of Booth Fisheries Corporation and of its subsidiary Booth Cold Storage Co., retired recently after 30 years with the house, it was announced by R. P. Fletcher Jr., president.

His particular responsibility was the cold storage company, of which he was general manager; and where he was succeeded by W. L. Davis.

Our absorption system refrigerates the M.V. Nor Star, largest of the Bristol Bay Salmon Freezer Fleet.

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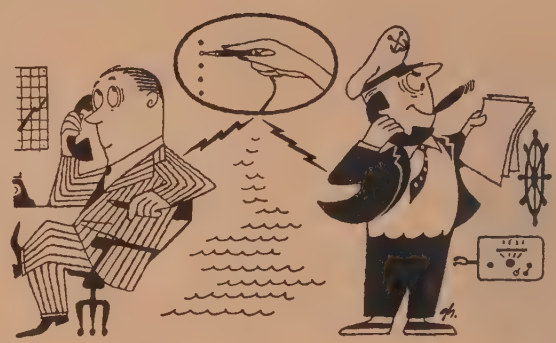

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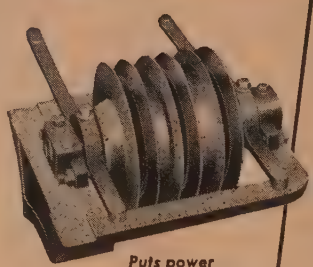
See you in Seattle Nov. 15-23 ...with ALBINA Power Take-Off



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The ALBINA POWE TAKE-OFF and othe ALBINA products will b on display again this yea at the Boat Show...b sure to see them.

New Seattle Armory
2:30 to 10:30 DAILY
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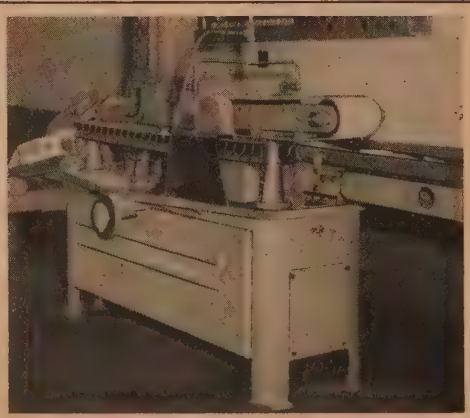

The PAK-SHAPER

PREFERRED BY LEADING TUNA CANNERS

Introduction of the PAK-SHAPER in 1949 developed in tuna canning greater mechanization than had come about in 30 years of previous growt Subsequent experience has proved its value to the industry. A large percenta of major tuna operators now employ the PAK-SHAPER.

The PAK-FORMER, designed exclusively for Chunk and Grated Style Pack, now available to the tuna industry under similar terms as the PAK-SHAPE

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E. H. CARRUTHERS CO.

P. O. Box 1332 Warrenton, Oregon

l of the beam trawl being fished successfully for California p out of Morro Bay, by the "Grace H." d by R. G. Murdock Russ West, who is at right in the photo. the D-shaped runat the ends of the which keep the open and from diginto the green mud n over which the rimp are found.

anning AMERICAN King Crab

ltaneous fishing and canning rried out successfully on King r Bering Sea last summer by *ordic Maid,* owned by J. E. and operated on the grounds son, Capt. Ed. Shields.

148' former FS vessel is beto be the smallest American ver to be equipped as a floatnnery. Moreover, she differs ther vessels in the floating canld in that *she catches her own aterial,* and does it while can-

is respect she follows the prof the trawler *Deep Sea,* except he latter vessel freezes her at instead of canning it. In 1 season *Nordic Maid* operated reezer also, but was equipped ning in the 1952 season. She her refrigeration equipment n process by both methods if emed desirable.

vessel carried 27 men, includ- master. Of these men, 12, in- two engineers, the mate and aster, constitute two fishing They work 12-hour watches, to maintain a 24-hour fishing on, with one crew of six men, neer and master or mate work- a time.

g Is Continuous

n weather conditions are favor- *ordic Maid* is able to maintain ous fishing, and during the eason she fished continuously days, 24 hours a day, with no st save for one period of 90 s while changing a net.

packing crew consists of 14 men, and it generally is able to keep up with the fishing operation, although of course, that depends upon the catch. Crabs come aboard alive and may be held from one day to the next, but never are kept for a longer period than that.

Nordic Maid reached the crab banks in Bering Sea March 15, and for nearly two months had extremely bad weather. For the first six weeks the vessel was "iced down" continuously, temperature in that period never rising high enough to clear the craft of accumulated ice.

American Product Handicapped Before American Buyers

Her canned pack is marketed under the "Nordic Maid" brand, and is being offered to brokers generally throughout the country at $29 per case. Demand has been something less than sensational—and for a peculiar reason. Buyers—wholesale, not consumer—seem loth to believe that the product is genuine King crab unless it is marked "Product of Japan."

Somewhat similar experience is reported by two other firms in marketing canned King crab, caught and packed by Americans under American sanitary conditions. These companies are Washington Fish & Oyster Co., marketing the pack of Island Sea Foods, Kodiak; and North Pacific Seafoods Co., marketing for the Ivanoff Bay Packing Co., Kodiak.

Crabs for these operations were taken in waters in the general vicinity of Kodiak Island, where the Japanese crabbers have not operated. The Bering Sea King crab expeditions, which in 1952 were limited to Wakefield's Deep Sea Trawlers, Inc., and that of Shields' *Nordic Maid,* are seriously concerned over official reports that the Japanese plan in 1953 to resume fishing King crab in the eastern Bering Sea waters, where their appearance in the years before World War II gave the tip-off (as then ignored by American officials) of Japanese intentions that culminated at Kiska, Attu and Dutch Harbor.

P. E. Paulson to Aid Korean Fish Industry

P. E. Paulson, of Vancouver, B.C., for many years associated with the fishing industry on the west coast, has gone to Japan to become a member of a 12-man commission to direct certain phases of economic rehabilitation of South Korea on a six-month assignment. He was sought because of his experience in planning modern fish processing operations. As an engineer consultant Mr. Paulson participated in the planning of the big new B.C. Packers' cannery at Prince Rupert and other important engineering developments in the industry. He was with Canadian Fishing Co. for some time, latterly as production manager. He left Canfisco to start his own business about three years ago.

C.R.P.A. Men to Japan

T. F. Sandoz and William B. Wootton, president and vice president, respectively, of the Columbia River Packers Association, Inc., left their Astoria headquarters in mid-September for a business trip to Japan.

They expected to return by Oct. 10.

A Continuously Constructive Force in the Salmon Industry . .

OCEANIC SALES COMPANY

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SEATTLE 4, WASH.

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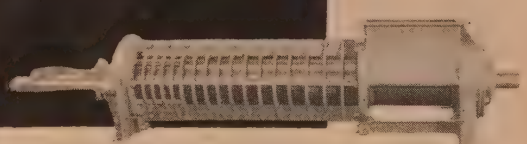

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'OOD FISH
MARKETING
ction of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

October 1952

. C. Pinks, Plus U. S. Chums, eact in $18-$16 Pricing

tealistic acceptance of the Cana- n stock of salmon as a part of the erican supply led Pink salmon to $18 market on Labor Day.

. second factor was the pack of ıms, largest in Alaska since 1944, . more than 100,000 cases above 10-year average. Already priced $16, these Chums exerted powerful ssure on the $20 price for Pinks. rket experience in recent years has wn that where there is a difference $4 between Pinks and Chums the iness flows to the lower level.

'inally, the $18 pricing recognized t at this figure the 1951 pack had e into *consumption* readily, with ks retailing under 50c, while at her levels the actual consumer ing had been dull and draggy.

Merchandisers felt that $18 Pinks ld continue this performance in a lthy market movement; and that h Chums at $16, permitting retail cing as low as 39c, both of these nomy items would be in the ready- vement price range.

'ertainly the $18 price on new k Pinks produced business in a way. A large proportion of the k supply was committed at this re within 24 hours of the initial ring on Labor Day, and by the end the first week in September "sold " and "withdrawn" announcements several letterheads were in the l.

nadian Salmon Trade ces Difficult Problem

oincidental with the $18 pricing Pinks, Canadian packers generally ted $15 as their domestic price on ks, and $13 on Chums. This was first-grade fish. At presstime there e reports that "Choice" grade ks were being offered in Canada terially below this figure. Just at spread Canadian exporters need veen their domestic price and the ted States selling price depends on does the figuring. One may say can come-out nicely at $3, while ther thinks that you have to have tty nearly $4 in the States and in S. currency, more than the Cana- n price.

Tutterings about "dumping" and ocation of the anti-dumping claus- es of the American law were heard in September, but it was generally recognized that this was a long path and difficult to follow to a satisfactory conclusion.

There can be no doubt that the Canadian salmon industry is face-to-face with a serious marketing problem as result of the closure of its traditional overseas markets. Early this fall it was generally accepted that the Dominion had nearly 2,000,000 cases of salmon to sell; with virtually no overseas markets available; and domestic consumption on the order of 800,000 cases per year.

Surely the implications in this are plain.

No Military Requirement

Rumors which had been disturbing the sleep of salmon sellers for some weeks reacted into reality just before the middle of September, when the Army announced there would be no military requirement for canned salmon this season. Last fall the Army took approximately 315,000 cases. This year they won't be wanting any.

Tariff Commission Rejects Protection for Fillets

"Escape clause" protection against the import trade in fish fillets was denied in September when the U. S. Tariff Commission found that "fillets are not being imported into the United States in such increased quantities as to cause or threaten serious injury to the domestic industry."

Commissioners Brossard and Gregg dissented from the majority opinion.

Under its decision, the Tariff Commission made no recommendation to the President for modification of the prevailing tariff concession, which sets a duty of 1⅞c per lb. on an annual quota of fillet imports of 15 million pounds, or 15 per cent of the average U. S. consumption for three years—whichever is the greater. Imports in excess of this quota, which is determined annually, are dutiable at 2½c per lb.

Cedergreen Markets Fillets Produced in Canada

Six frozen fish fillet items have been added to the "Polar" label line of Cedergreen Frozen Pack Corporation of Bellingham, Wash. These are halibut, sole, cod, lingcod, flounder and Pacific ocean perch, all packed for the "Polar" label at British Columbia plants.

Tuna Prices Fail to Follow The Rising Trend of Sales

Profit taking for Southern California's tuna industry continued into the fall on the short side, despite excellent sales backed up by great advertising, promotion and tie-in campaigns. Canned prices, which apparently should have followed the upward trend in sales this year, have not done so.

White meat, fancy, nationally advertised brands, was being quoted at $15.00-16.00, 48, ½s; Light meat, solid, at $14.75; and C&F at $13.00. Grated was being quoted at $10.00 and under. Private label was in no better position, naturally.

To September 1 the California pack had reached about equal with the same period of 1951, approximately 5,600,000 cases. (The total for all of California for 1951 was 7,440,257 cases; and for 1950, 8,029,507 cases.) To reach the 1951 figure would require only 500,000 cases per month, balance of the year. It appeared the industry was capable of considerable more production.

While inventories remained low—quite different from prevailing situation last year—and sales nationally were good, packers hoisted the yellow caution flag to the fleets in September; in one case, a packer put his fleet on a severe rotating plan.

Imports of frozen tuna into Southern California continued high. To August 31, Los Angeles-Long Beach district had received 11,894 tons for the year. Of this the breakdown was: Albacore, 5,296 tons (out of a total for the port of 12,828 tons); Yellowfin and Skipjack, 2,778 tons.

No Sardines Packed; No Sardine Prices

There were no quotations on 1952-1953 season pack sardines along San Francisco's California Street last month at all.

The reason being that there were no new-pack sardines available, since none had been packed and both buyers and processors were loathe to get out on a limb with any prices or commitments. Canners were particularly shy of making any quotations, for should the lack of fish continue the price of fish would likely skyrocket.

Anchovies were in fair demand, selling for $7.50-$7.75 for 5-oz. in tomato sauce. Production was small, but the call for anchovies was somewhat active on account of the lack of canned fish on the market.

Most canned anchovies were reported to be going to export markets.

Frozen Salmon Pricing

At presstime Pacific freezers were quoting first quality frozen Silver salmon, 6-11 lbs., car lots, at 32c per lb. Small Kings were a cent higher.

With the pack of Falls still largely to be made, no quotes for quantities of this item were being made.

The BUYERS' CORNER

Fall Salmon Canning Centers on Sound

Combination of several circumstances is expected to result in rather active salmon canning on Puget Sound during the fall season, extending until November. Other districts will not be particularly active.

Just how much canned salmon will be added to the pack by fall operations cannot be closely forecast. It is safe to say, however, that Chums will make up the great majority of the fall pack.

The situation in British Columbia is such that substantial shipments of fresh and frozen Chums to Puget Sound ports for canning is anticipated. Such fish, of course, do not need to be labelled "Product of Canada" when they are in the can.

American King Crab Available This Season

A moderate quantity of canned King crab, the genuine article, and packed 100% by Americans from the catch of American fishermen, is available for market this fall. Singularl some sales resistance has been e countered because buyers have be skeptical as to the genuineness King crab which does not bear t designation "Product of Japan."

The fact of the matter is that 1952 one floating cannery and tw shore plants in Alaska packed Kin crab. The goods are being market by Oceanic Sales Co., North Pacif Seafoods, Nordic Maid Co. (J. Shields), and Washington Fish Oyster Co., all Seattle.

COLUMBIA RIVER PACKERS ASSOCIATION, INC.,
ASTORIA, OREGON

"Packed with the Wiggle in its tail"

NEW ENGLAND FISH CO.
Seattle, Wash.
Since 1868
Producers • Packers • Distributors
Canned • Fresh • Frozen • Seafoods

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Canned Salmon and Tuna
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★
CANNED SALMON
A Dependable Source
Particularly Buyers Labels
★

GAVIN BROS INC.
COLMAN BLDG. SEATTLE 4
CANNED SALMON, TUNA, CRABMEAT

A. Petersen Appointed efco Sales Manager

Appointment of L. A. Petersen to position of sales manager of the w England Fish Co., Seattle, was nounced in August by Harald Syn-tvedt, president. Mr. Petersen suc-ds R. Starr Farish, who resigned become national sales manager of Food Processing Division of the R. Simplot Company, Caldwell, ho.

Mr. Petersen has been a prominent ure in the primary canned salmon rket for 30 years, being connected

L. A. PETERSEN
New sales manager of the New England Fish Co.

successively with G. P. Halferty & Co., Whitney-Ellsworth Co., Ellsworth & Petersen, Inc., and McGovern & McGovern. He served the latter company for 18 years from 1934 to 1952.

His long connection with salmon selling has given Mr. Petersen a wide acquaintance throughout the food business, plus an abundance of sound experience in marketing Pacific fish products.

He was a member of the Canned Salmon Advertising Committee in the late '30s; and has lectured on canned fish marketing at the University of Washington School of Fisheries for several years. He personally supervised the marketing of the salvaged cargo of the *Diamond Knot* in 1947, an enterprise which received wide recognition.

In joining the Simplot Company, Mr. Farish leaves the fish products field. The company is an important factor in the field of dehydrating and freezes an extensive line of fruits and vegetables.

Joe Gaglia Leaves Ocean Beauty Sales

A. J. "Joe" Gaglia, connected for some time with the Meredith Fish Co., Sacramento, and lately manager of Ocean Beauty Sales Co., Portland, Ore., has announced his resignation.

Mr. Gaglia has not announced his plans for the future as yet. He told *Pacific Fisherman* that there would be no change in policy and that Ocean Beauty sales direction will be under Dudley Turnacliff.

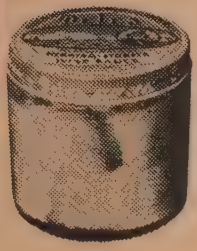
Southern California Canned Fish Prices

Quoted F.O.B. Pacific terminals at press-time.

TUNA	
Advertised Brands:	
White Meat, Fancy	$15.00 to $16.00
White Meat, C&F	$13.00 to $13.50
Light Meat, Fancy	$14.75
Light Meat, C&F	$13.00
Grated	$10.00
Private Label:	
White Meat, Fancy	$13.50 to $14.00
Light Meat, Fancy	$13.50
Light Meat, C&F	$11.50
Grated	$ 9.00 to $10.00
Dark & Light	$ 7.50
MACKEREL	
Pacific, talls/nat., 48	$ 8.00
Jack, talls/nat., 48	$ 7.25

the BRAND of DISTINCTION
Known to discriminating buyers everywhere

DELCA
★
←HOME-STYLE PICKLED HERRING



HERRING→ TIDBITS IN WINE SAUCE

ANOTHER OXENBERG PRODUCT
Inquiries solicited from unrepresented territories.
DELCA
FISH PRESERVATORS, INC.
262-282 METROPOLITAN AVE.
BROOKLYN 11, NEW YORK

there is no finer Quality
OCEAN GLEN
Alaska PINK SALMON
PRODUCED AND DISTRIBUTED BY
HIZ FISH PRODUCTS CO.
100 ALASKAN WAY - SEATTLE 1, WASH.

C. F. BUELOW COMPANY INC.
Distributors
Alaska and Puget Sound Canned Salmon
Crab Meat and Northwest Tuna
MAIN 4464
Smith Tower, Seattle 4, Wash.

Quality Pink Salmon
KELLEY-CLARKE CO.
2460 6th Ave. S.
Seattle 4, Washington

"Delca" Delicatessen Line Proves Widely Popular

The "Delca" line of glassed fish products, packed by Delca Fish Preservators, Inc., a subsidiary of Oxenberg Bros., Inc., has won rapid acceptance through the larger population centers of the country, notably in New York and New England, and recently has achieved excellent distribution in Seattle, where it is handled by Perry Brothers, wholesale distributors.

This according to Bernard Oxenberg, who finds that the chilled, not frozen, cabinets in chain stores and supermarkets have greatly multiplied the sales outlets available for such high-grade perishable products as spiced herring, rollmops, herring tidbits, smoked salmon in glass, caviar, anchovy paste and herring salad.

"Delca" products are packed at the Oxenberg headquarters in Brooklyn, N. Y.

Billy Seeman Fishes Successfully in Alaska

One of the most successful fishermen in Southeast Alaska during the past season was William Seeman, vice president of Seeman Bros., famous New York wholesale grocers.

Accompanied by Mrs. Seeman, he spent some time in Southeast Alaska during the salmon season, and returned reporting that he caught more fish on sport tackle than did some of the salmon traps.

Beside the trip to Alaska, Mr. Seeman spent some time visiting Puget Sound and Columbia River sources from which he secures salmon for his house's famous "White Rose" brand.

ROBERT L. STIX, INC.
Sales Representative
CANNED & FROZEN FISH & SEAFOOD
260 West Broadway, N. Y. 13, N. Y.
Tel.: WOrth 2-7525 TWX: NY 1-625

Glassed goods of the "Delca" line of fish specialties—including herri tidbits in waive sauce; home-made style pickled herring; lunch herrin and roll mops. They share Oxenberg Bros.' featured "Delca" bra with the firm's canned salmon.

Bill Dooms Returning To Norfish Sales

Retracing the path which led him north to Seattle two years ago, "Bill" Dooms returned in September to Norfish Sales Co., Oakland, Calif., distributors, where he will have charge of sales of canned fish and packaged frozen fish.

Mr. Dooms has been sales manager of the E. H. Bendiksen Co., Seattle, for the past two years.

Before moving to Seattle, he was with Norfish Sales for five years, one before his five years of military service and four therafter. Mr. Dooms is well and widely known in fish sales circles, particularly in the region in which Norfish specializes.

Howard Scott Bereaved

Howard L. Scott, vice president and sales manager of Pacific American Fisheries, Inc., Bellingham, Wash., suffered the loss of his wife Sept. 8. Mrs. Scott died following an extended illness and was buried in Bellingham Sept. 11.

Bob Stix Married

Friends of Robert L. Stix, New Yo City city food products sales repr sentative, were delighted in Septe ber to learn of his marriage ea that month to Miss Patricia Castle Pocantico Hills, N. Y.

Mr. Stix is widely known in fi products packing and distributi circles throughout the United Stat and Canada; as well as in Austral and Japan, in the merchandising whose fishery products his firm, Ro ert L. Stix, Inc., is an importa American factor.

Seattle Market

Prices openly quoted at presstime, case of 48 tins, f.o.b. Pacific terminals.

Alaska Red, 1/t	$27-30**
Alaska Red, ½	17.50-18
Pink, 1/t	18-20
Pink, ½	12.00
Chum, 1/t	16.00
Chum, ½	9.00
Coho, 1/t	21-22
Coho, ½	12-13
Puget Sockeye, ½ hf.	20.00
Puget Sockeye, ½ mf.	19.00

A QUALITY CANNED SALMON FAMILY UNDER ONE LABEL—FOR EASIER MERCHANDISING

. . . the label backed by ADVERTISING and a planned PROMOTION

WHITNEY & COMPANY, CENTRAL BUILDING, SEATTLE 4, WASHINGTON

P.S. Silent on Ceiling anges for Salmon

Realistic revision" of canned sal- ceilings, as suggested by the e of Price Stabilization in its call a meeting with its advisory com- ee representing the salmon in- ry, was not proposed when the ion was held in Seattle Aug. 28. s a matter of fact, O.P.S., which d the meeting, had no suggestions nake other than that the salmon stry representatives state their

his was readily done, with abun- data, showing that all varieties almon were selling below O.P.S. ngs. Thus it was maintained that present ceilings were serving no l purpose and that the commodity ld be decontrolled.

ving Rice, O.P.S. assistant chief he food and restaurant branch, presided, indicated that this ably was not possible.

dustry members suggested in- ses in the ceilings in some cases, bly in halves, which were held e priced too low in relation to d talls.

P.S. officials attending indicated it was unlikely that anything ld be done on salmon ceilings for time being.

dvisory committee members at- ing the hearing were: Guy V. am, E. O. Paup, C. F. Johnson, A. Fleager, Howard Scott, T. F. doz, Charles Alhadeff, John Plan- and John C. Jackson.

embers unable to attend on ac- t of the meeting being held dur- the operating season, were: Vance utter, H. B. Friele, Oscar Berg- , Frank Wright, C. L. Rogers and iam Coyne.

icago Firms Move

ue to a free-way construction ugh Chicago's wholesale fish dis- ; several well known fish and ood wholesalers and distributors e been compelled to move to new ters.

orris Fisheries and Ho-Ma Pack- Company are now at 734-40 West on St. W. M. Walker, Inc., are at South Water St. The latter firm formerly Walker's Fulton Fish pany, but this name was discon- ed July 31.

Canadian Government May "Underwrite" Salmon

Reports from Ottawa indicated early in September that the Canadian government might go to the relief of the British Columbia canned salmon industry by underwriting or otherwise withdrawing from the packers' financial responsibility some 300,000 cases.

Such action would modify to some extent the problem of the unprecedented unsold carryover from the 1951 season, amounting to more than 600,000 cases.

John M. Buchanan, president of B. C. Packers, and S. M. Rosenberg, president of Canadian Fishing Co., went to Ottawa during the month to discuss with representatives of the Canadian and British governments the possibility of selling at least a token amount of canned salmon this year to the United Kingdom, which in other years has invariably bought 300,000 or more cases. However, there appeared to be no hope on this score.

If the Canadian government came to the assistance of the industry it would be on the basis of an industrial emergency for which there are plenty of precedents. When the Canadian hog industry was caught with an unsold volume of pork recently, the Canadian government promptly agreed to take the bulk of the surplus off the industry's hands. The Canadian government also in the past has subsidized Atlantic coast fishing operations.

Calif. Admits Packaged Crab in Closed Season

Importation of fresh, frozen, or processed crab meat into California during the closed season was authorized under some circumstances by the California Fish & Wild Game Commission at its last meeting.

This importation will be allowed provided the cooked and picked frozen crab meat is in metal, glass or paper containers.

All shipments are to be accompanied by invoice from seller with copy mailed to the department of fish and game at the time of shipment. No crab may be imported by boat during the closed season. No female crabs may be imported, the legal size limits must be met, and the season for crab must be open in the state of its origin.

Federal Spex May Accept Canned Frozen Salmon

Amendment of Federal specifications for canned salmon to include "Type II," prepared from frozen salmon, is now in the process, the salmon industry is being advised.

However, the specifications as they are now proposed contain one requirement which would be difficult to meet with brine-frozen salmon. This is the requirement that the salmon be "suitably glazed."

It is proposed further to require that frozen salmon for canning be stored at O F., or less; and that such storage be not longer than 60 days.

H. E. Crowther, chief of the Fish and Wildlife Service Technological Section, reports that there is some possibility that the specification requiring glazing may be reconsidered.

Wheeler Leaves Robbins

Retirement of F. M. Wheeler as secretary of Robbins Co., Inc., representing the Rupert Fish Co. and British Columbia Packers, Ltd., in the Chicago territory, was announced late in August by J. N. Hyland, director of Robbins Co., Inc.

Mr. Wheeler's long experience will continue to be available to the company on a consulting basis.

Big Halibut Are Tops In Price Quotations

The spectacle of whale halibut selling at the highest prices on the list is one that the old-timers would have thought a fantasy; but it's true, due to the active demand throughout the country for the sizes that cut into steaks with the best economic recovery.

Early fall trading in frozen halibut was reported by Pacific principals as good in volume, but with the volume achieved only at the cost of rather unprofitable pricing.

Following is the late September price list on first quality frozen halibut in car lots, fob. Pacific rail terminals:

Chix	24c
10-20	26c
20-40	27c
40-60	28c
60-80	29c
Whales	29c

"BLUE DIAMOND" BRAND

"Best in Southern California"

- SHRIMP — Green - Breaded - or Peeled
- PISMO CLAMS — 5 lb. cartons

5 lb. and 12 oz.
Produced and Shipped by

CENTRAL FISH & OYSTER CO.
606 E. FOURTH ST. LOS ANGELES, CALIFORNIA Michigan 2115

Get Roomy, Bone-Dry Comfort

UNITED STATES RUBBER COMPANY "US" TRADE MARK

RUFF-N-TUFF EUREKA SUIT
(left) of cold GR-S Rubber has 30" *Jacket.* Rustproof fastenings are ball-and-socket nickel on brass, closing the storm-tight fly front. *Overalls* with bib front and elastic suspenders, have cut-off strips.

PEERLESS SUIT
(right) has neoprene coating to resist oils, acids. Roomy, 30" long jacket; ball-and-socket fasteners resist rust. *Overalls* have waist-tie cords: bib front; webbing suspenders.

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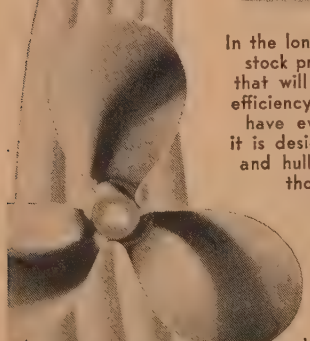

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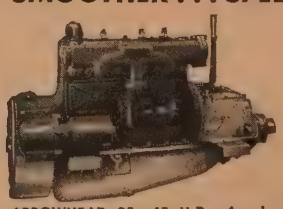

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The California Tuna Industry

and Problems it Faces as it Reaches for Maturity

By JACK CRIVELLO

his article on the Southern Cali-ia tuna industry may be particu-y appropriate at this time when t canners have again restricted operations of their boats. It must recognized that this action is in face of huge purchases made by industry generally of Japanese en tuna. The catch of the Cali-ia-based fleet to date has not been o the same level of last year for comparable period, due in the n to poor fishing conditions during earlier part of the year.

his is an interesting anomaly in y of the recent alliance between ers and fishermen in their spon-hip of the recent tariff bill pro-ng to assess a duty on imported frozen tuna. This may well in-te the beginning of a cleavage of rests between canners and boat-ers, if only from force of eco-ic necessity.

ne necessity for a marked read-ment facing the Southern Cali-ia tuna industry may by no means the result of problems brought ut by imports, but may indeed e its basic causes inherent within industry itself. An industry that eased its growth factor abnormal-s a result of war and post-war cities most assuredly would be d with serious problems of sta-y once conditions relating to sup-and demand reestablished them-es.

ne present market problem, as is arent today, became discernible ng the early part of 1948. Any onably well-informed student of history of the industry could see ain definite danger signals hover-on the horizon; this, we must bear nind, at a time when imports of were not a factor of any con-ration until the following year.

efore the end of 1948, it became arent that the operations of tuna-s generally would have to be re-ted in order to avoid disastrous lts from over-production. Con-er resistance to the price struc-on canned tuna was rapidly ving; on the other hand, there was ng resistance from the fishermen ne acceptance of a lower price on tuna. Since most of the major ers were heavily involved direct-nd indirectly in tunaboat equities, e were no well-defined lines of in-terest which would have tended toward a more realistic approach to the problem of over-production. (The term "over-production" is used in the sense where burdensome canned tuna inventories were being maintained in relation to raw fish production levels in effect).

From the period shortly before the end of the war and until some months after the opening of the Korean War, a boat-building program of considerable magnitude went along at a constant pace, except for a short lull during 1949.

By 1948, which year signalled the end of the "sellers' market," the output of the industry had doubled itself over the last pre-war year and was still growing consistently at a substantial rate. During the "sellers' market" period, which lasted approximately nine years, the accent was on production; no effort in sales was necessary where buyers were placed on a priority and quota basis. It is no wonder that under such an existing state of affairs the sales departments of the various canning companies became completely atrophied and therefore inadequate before the market problems that presented themselves subsequently. The inflexibility of the price structure of raw tuna added immeasurably to the problem. It may be well to add at this point that immediately upon the demise of the O.P.A. there was such intense competition on the part of canners to secure supplies of raw tuna that various bonus deals were instituted by individual canners in the hope of attracting new tonnage to themselves. Nevertheless, with constantly increasing consumer resistance to the price structure on canned tuna, together with rapidly rising canned tuna stocks, reductions in prices were of necessity made, following which intense competition to move inventories began to develop during the latter half of 1948 and carried on into 1949.

During the period that we are recounting, plans to stimulate sales on an industry-wide basis met with resistance from one group or another and nothing of a practical nature was accomplished. The inertia (from a marketing standpoint) was all the more maddening, for as time went on, new boat tonnage was being added to the fleet, further depressing the situation. Traditionally, the canner who distributes under "buyer's label" (as contrasted to the canner who distributes under his own "advertised label" at a premium) is always at a disadvantage. Since the packer of "buyer's label" is primarily in the category of the smaller packer from a volume standpoint (our Company being an exception) he has the least influence in his negotiations with individual fishermen in establishing a market price on raw tuna, which is by far the principal cost factor in the finished product. The packer of "advertised brand" tuna can, from time to time when inventories become oppressive, very easily "unload" a block of tuna on the general market ("buyer's label") with little fear that it will throw his entire operation in the red, since, it must be remembered, consumer acceptance of his "advertised brand" makes it possible for him to charge a premium on tuna so labeled. Periodic selling maneuvers of this type have definitely tended to retard competition, thereby increasing the competitive position of the "advertised brand" packer and consequently his "financial staying power."

The above situation is one of the many reasons which has fostered mistrust and disunity within the industry, leading in a large measure to the failure of the institution of an industry plan to broaden the market base of canned tuna in a manner commensurate with the constantly increasing tonnage where large sums of money were spent by both fishermen and packers.

That the industry has grown as large as it has, producing a product so difficult of standardization (considering the nature of the raw material used, i.e., tuna's size, color, texture, and flavor), speaks very encouragingly of the future possibilities

EDITOR'S NOTE—Mr. Crivello is president of Sun-Pacific, Inc., and formerly headed the Sun Harbor Packing Co. He has been a factor of prominence in the California tuna industry for many years. In contributing this article, Mr. Crivello is availing himself of the privilege which **Pacific Fisherman** extends to the industry. The pages of this journal are open to the opinions of any responsible person within the fishing industry, providing only: that the material be signed by its author; that it is of reasonable length and within the typographical limits of the publication; that it is pertinent; that it is neither libelous nor abusive.

existing for the broadening of the market on canned tuna.

But before this will come about in the fullest measure, the industry will one day realize of necessity that the tuna fishery is international in scope, engendered so not only by the life habits of a pelagic fish that roams practically all of the warm waters of the globe, but equally important, by the necessity to maintain amicable relations with those countries which can have an effect on the Southern California industry in one manner or another. The industry is not only in fear of foreign competition, but also, what it cannot well reveal, is concerned with losing its position of dominance domestically. Who would have dreamed prior to the last war that the waters off the states of Oregon and Washington would contain the "life blood" that would support tuna; yet the longfin tuna, commonly called Albacore on the Pacific Coast, was known to exist in the Japanese Current running northward off the northwest coast of the United States as early as the days when Alaska salmon fishermen went north to Alaska in windjammers from the ports of San Francisco and Seattle. These vessels had to tack far off the coast in order to strike favorable winds and currents in their runs to southeast Alaska and, in so doing, ran into the warm waters of the Japanese Current. It is interesting to note that in those days fishermen aboard these sailing vessels were able to troll successfully for Albacore.

On the east coast of the United States, the warm Gulf stream which veers off to the northeast as it strikes the mid-Atlantic states, carries with it the potential of a large tuna fishery and thorough explorations are being made by interested canners along the eastern seaboard. In passing, it is interesting to note that tuna carried along in the Gulf Stream is caught commercially as far north as the Scandinavian countries, which indicates that the Stream is prolific in minute marine life and this, coupled with the warm temperature of the waters, provides a very favorable habitat for the tuna.

In conclusion, it can be fairly stated that the problems facing the Southern California tuna industry are, in the main, such as will have to be met and solved principally from internal resources by any industry reaching for maturity.

John Janssen Injured

The many friends of John Janssen, assistant chief, Bureau of Marine Fisheries, California Department of Fish & Game were sorry to hear that he suffered a compound fracture of his arm in falling off a ladder at home. Mr. Janssen will be on the beach for about a month.

A Busy Week for Grandfather Richardson

John E. Richardson, Pacific Coa manager, The Linen Thread Co., wit headquarters in San Francisco, b came a grandfather for the third an fourth times in one week last mont and the new comers weren't twin either.

His daughter Mrs. Frank Kelly Jr presented her husband with a bab girl, to be named Karen Jean, th Kelly's first child; and Mr. Richard son's daughter-in-law, Mrs. John R Richardson Jr., presented her husban with their third child, a daughte Paula Lee. Mr. Richardson Sr. no has four grandchildren—all girls.

Morro Bay Shrimping Makes Steady Growth

The Morro Bay shrimp fisher which began in a small way la spring, is making steady growth an providing profitable operation for fleet of boats and some marketers.

For example, 4 Crabs Seafood Cen ter at Morro Bay is selling some 20 lbs. of shrimp daily and disposing it in this business owned and ope ated by Herb Packer, a local fishe man who catches his own crabs wit his commercial fishing boat *Rainbo* working 100 pots.

The 4 Crabs Seafood Center als handles abalone, clams and local Mo ro Bay oysters.

SAN JUAN BRAND

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Pacific Coast Fish Products

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Poisoning Control Disinfection Reported

ractical method for control of cteria causing the "erysipeloid" e, commonly called "fish poison- in fish-packing plants and on g boats is reported by C. K. er, chief bacteriologist of the ey Research Laboratories, Chi-

dies of cases of disability among ercial fishermen and fish plant rs show that "fish poisoning" is ajor cause of lost time, and be ranked as a major occupa- hazard, Mr. Crocker reports. types or degrees of the poison- e recognized: 1—mild, local in- n of the surface of the area the bacteria were introduced t or abrasion; 2—diffuse, gener- determatisis over much or all body; 3—blood-stream type in the infection enters the circula- ystem, often with fatal results. ssful treatment of even the mild requires that the infected mem- be immobilized, with resultant me.

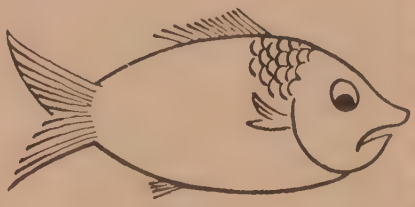
Crocker reports that scientific ch in the Diversey Laboratories monstrated effectiveness of con- ethods. He warns, however, that ol is not a one-shot proposition, ust be continued, as new or- ms are introduced with fish

his technical paper on the sub- Mr. Crocker gives the Diversey ol recommendation as follows: the presence of organic materi- ch as fish slime and blood, ef- eness of all germicides is great- duced. The surfaces must be ughly cleaned with Divoluxe, at a concentration of from ⅓ to per gal., depending upon the nt of contamination. Once ed, the areas and objects may ished with Diversol solution at pm. (1 oz./gal.), using a con- ime of 5 minutes, with the as- ce that the erysipeloid organism e destroyed. During processing, g of the work area should be plished at regular intervals, and g knives immersed in Diversol on. Disinfection of hands peri- ly will lessen the chance of eloid infection, should the skin nctured."

ry Moy Drowns

ry Moy, for many years a figure e fishing industry of Southeast a, lost his life by drowning at in September. He was engaged ving fish for the Sitka Cold Stor- o., operating from a scow at the storage dock. When he failed to r at his home and the scow was unlocked, his body was recov- from the water near the scow. Moy was 57 years of age, and uch of his life had been en- l in various phases of fish buy- nd curing in Southeast Alaska.

the fish won't like it



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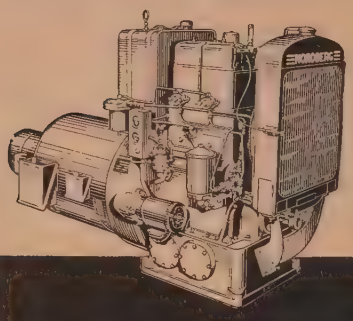

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• Nordberg Type 4FS "Packaged" Diesel Power Units were developed to meet the need for simple, compact, dependable units capable of continuous heavy duty service. They are built in 1, 2, and 3-cylinder models, developing from 10 to 45 horsepower or 6,000 to 30,000 watts at *medium* engine speed to stand the gaff of all kinds of tough jobs.

The 4FS series incorporates the same high standards of design, construction and performance that have been identified with world-famous Nordberg Diesels for over 35 years. For electric power, for pumping, for energizing lifting magnets, and for scores of straight power applications . . . you just can't beat the reliability, low operating cost and minimum maintenance offered through the use of Nordberg 4FS Diesels.

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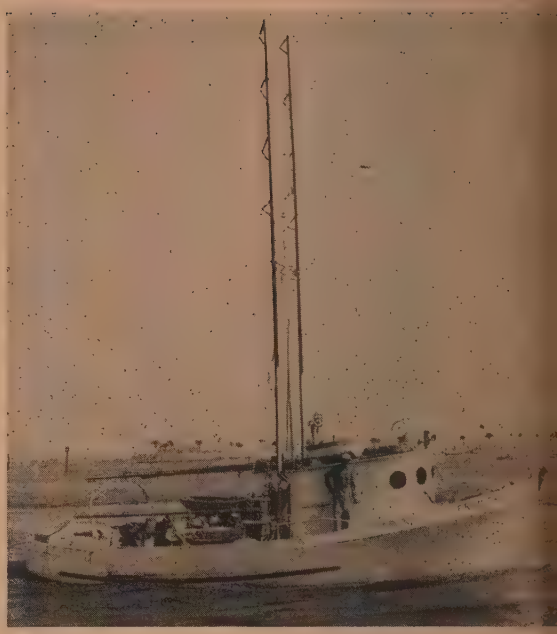
4-552-ICQFMOP

While at San Diego for Albacore, Ole Hansen re-powered the steel "Premier" at Shepherd Marine with a "Caterpillar" diesel delivering 53-hp. at 1600-rpm., through 3:1 S-N reduction gears. Also aboard the vessel, is a Freeman Metal Marine Pilot and a Radiomarine radiotelephone.



Skipjack Juice Lures Tuna

Experiments conducted at the University of Hawaii Marine Laboratory show that tuna are strongly attracted by an artificial bait composed of a solution of Skipjack.

The solution, which is clear and colorless, was siphoned into test tanks at Coconut Island. All varieties of tuna were attracted by the solution and snapped eagerly at the tube through which the solution was being introduced.

The tests were conducted in the early summer under the direction of Dr. Albert L. Tester, in charge of the University's fisheries research. However, no formal report has yet been issued. Additional investigations may be conducted.

Dr. Tester said that the artificial bait experiment proves for the first time that tuna can smell. They apparently are not dependent on vision for their food supply.

The limited supply of live bait has been one of the main factors standing in the way of further development of Hawaii's $4,000,000 tuna industry. The development of an artificial bait could be of considerable significance to the industry.

Other tests were conducted with electric currents in the water. They indicate certain electrical impulses have an attraction for tuna.

"Fish may be swimming along sideways to the electrode," Dr. Tester explained, "but when short pulses of current are emanated the fish always turns and faces the positive pole, and is systematically drawn with each succeeding pulse of current."

Tests also were conducted with a shark repellent containing copper acetate, but they were not successful because this chemical also repels tuna.

Other phases of the experime work indicated tuna are attracted light of moderate intensity, and so waves of low frequency.

Before the tests could be star the scientists had to devise a way keeping the captive tuna from be ing themselves to death against corners of the tank. They solved problem by painting white baffles the corners.

The experiments were conduc under a grant from the Pacific Oc Fisheries Investigations, U. S. F and Wildlife Service.

De Fever Stretches Out

Arthur De Fever, naval archit and marine surveyor, has conside bly enlarged the scope of his servi for hull, machinery, salvage, spe marine surveys, consultant servi and design. He has opened new offi at 701 East Harbor Drive at S Diego; and at 2100 Wilmington a San Pedro Road, San Pedro.

Joining the well known tuna c per designer were Charles S. Sinclr naval architect and marine survey and Capt. William B. Studley, mas mariner, both at San Diego. At t San Pedro office is Dave Lee, buil and marine surveyor.

Heavy Frozen Albacore Shipment to Seattle

Early September saw the deliv of 1,750 tons of frozen Japanese bacore at Seattle in a single we This is believed to be the larg single shipment of Oriental tuna e discharged on Puget Sound. Most it is expected to be canned on Gra Harbor.

ine Clearance Puts Spawning on Beds

cials of the Canadian fisheries tment are hopeful that at least 0 Sockeye will get into the ing beds of the Babine River season, despite the blockade d by the slide of 1951.

s represents about half the nor- scapement, but under the cir- ances it is considered quite sat- ory, and an indication that the m of rehabilitation will not ap- h the magnitude of the Hell's slide on the Fraser River.

fact, Charles Clay, chief engi- for the department in British bia, told *Pacific Fisherman* that s hoped the natural river bed Babine would be restored dur- e coming winter.

ontract for the removal of the material will be awarded in er. The engineering problem s not regarded as particularly dable, although some ingenuity e required to raised the debris d over the banks lining the n.

fish that ascended the stream mmer got through as a result preliminary rock removal car- out by the department's own during the present year. This was started as soon as the 62- ccess road from Hazelton was eted.

B. C. Herring Operations Hinge On Reduced Prices For Fish

Whether the herring industry will operate in British Columbia this fall depends on whether operators and fishermen can reach agreement on price.

Representatives of the operators told *Pacific Fisherman* in September that they would probably maintain production—if the fishermen would accept a lower price than prevailed last season.

In 1951-52 the operators paid $8.40 a ton for herring, plus 10c a ton for the fishermen's benefit fund; but they claim they are unable to pay anything like that figure this season.

Normal commencement of the herring fishery is in October.

Herring oil price is down about 50%. The current price is 7¼c a pound, compared with 12c a year ago, and most companies have a substantial surplus of unsold oil.

Most of the oil is marketed in the U. S., and the premium on the Canadian dollar has further reduced the margin on sales by British Columbia processors. There has been a continuing market for herring meal, and the operators have no complaint on that score, but they cannot afford to maintain the fishery on that one product. Canned herring, which was an important factor in the overall market during the war years and immediately thereafter, is a relatively minor consideration nowadays. During the war years as much as 1,000,000 cases of herring were packed in a year, but last season only about 105,000 cases were packed.

However, the operators would like to see the herring industry continued this season because it keeps plants and boats busy and maintains wide employment, and last year produced $11,000,000 in revenue.

B. C. Salmon Prices Are Sharply Reduced

Prices of British Columbia canned salmon were sharply reduced early in September, but the market was extremely confused and so far as the export situation was concerned the price structure varied, depending on individual deals made by the interests directly involved.

In the domestic market, prices of regular advertised brands were roughly as follows: Sockeye, 96 halves, $32; Coho, 96 halves, $22; Pink talls, 48 ones, $15; 96 halves, $16.50; Chums, 48 ones, $13; 96 halves, $14.50.

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"Ocean Blue"

CHUM
"Golden West"—"Golden Glow"
"Sea Diver"

Cannery: **ANACORTES, WASH.**

O. L. Grimes this ye added three new jitne seine boats to his O zinkie fleet. The "Juc M" and the "New Hus ler" used their ow power for the long tr to the westward. Th 36-footers were d signed by Edwin Mor and were built by th Grandy Boat Compan Seattle. H. G. McLaug lin supplied two Mod LH-Deluxe Lathrop e gines for the new boat

Seton Thompson Appointed To Halibut Commission

Seton H. Thompson, chief of the Alaska Fisheries Branch of the U. S. Fish and Wildlife Service, has been appointed a member of the International Fisheries Commission, controlling the North Pacific halibut fishery. He succeeds Milton James, who retired recently as assistant director of the Service.

Appointment of Mr. Thompson is expected to prove highly acceptable to Alaskans, who have long contended for Alaska representation on the board. Although his official headquarters are in Washington, where it is highly desirable to have a commission in contact with the Department of State, through which the I.F.C. operates, Mr. Seton is thoroughly familiar with the Alaska situation, and actually spends a considerable portion of the year in the territory.

He is a veteran fishery administrator, having been connected with the Federal fisheries agency since 1926.

A native of Seattle, Mr. Thompson received his B. S. degree in 1927 and his M. S. in 1929 in Fisheries from the University of Washington.

Crescent City Firm Working on Shrimp

The Crescent City Crab Co. turned its attention toward shrimp operations following the close of the crab season at the end of July. The company has been picking and packing shrimp taken in northern California waters at an avergae of 600 to 700 pounds daily, for the commercial trade. Ray Walker, manager of the plant, reports considerable interest in the newly developed shrimp operations, which have been pursued this summer largely on an experimental basis.

Crabbing and Codfishing Japanese Plan in 1953

Crab operations and trawl fishing for codfish are among the fishing expeditions contemplated by Japanese operators for the 1953 season. No official approval has yet been given, but it is expected.

Location of the operations is not announced, although it is indicated that they will be in the "North Pacific," and will constitute a resumption and expansion of pre-war enterprises. In view of this, it is anticipated that Japanese vessels again will appear in Bering Sea and Aleutian waters.

It is reported that there will be five or six salmon expeditions, with some 200 fishing vessels; a whaling expedition; and a reduction operation, in addition to the crab and codfish enterprises.

Biven Named Again To Research Board

J. R. "Racey" Biven, president Coast Fisheries division of Quaker Oats Company, Wilmington, last month was appointed by California's Governor Warren to a third term as a member of the Marine Research Committee. Mr. Biven is one of five representatives of California's fishing industry named to the committee, which acts as a consultant to fishery research in the state. Other Californians named were: Don T. Saxby, California Fish Packing Corporation; J. G. Burnette and Dr. Robert C. Miller, all of San Francisco.

Packers Sell Bonds

British Columbia Packers Ltd., Vancouver, B. C., recently disposed of a $6,000,000 bond issue in Eastern Canada, one of the largest transactions of its kind in the industry in several years.

Fillet Import Problem Given Close Scrutiny

Problem posed by imports of fille to the United States is being studie carefully by a special committee the National Fisheries Institut which held its initial meeting recent in Buffalo.

The committee, which was appoin ed jointly by Charles D. Alhadeff Seattle and Royal Toner of Ne York, respectively president an board chairman of the National Fish eries Institute, represents all area and elements of the industry prima ily concerned in fillet matters. It members: John Fulham, Fulha Bros., Boston; John Del Torchio, Cap Ann Fisheries, and F. M. Bundy, Gor ton-Pew Fish Co., Gloucester; Henr Goodrich, New England Fish Co., rep resenting West Coast producers; Rob ert Fletcher Jr., Booth Fisheries Cor poration, and E. M. Cancannon Walker's Fylton Fish Co., Chicago Frank Girse, Meletio Fish Co., St Louis; Leo Weil, Louisville, Ky.; an Charles E. Jackson, chairman ex officio.

Pacific Coast Loran Charts Now Available

Loran charts are now available fo the entire Pacific coast from Point Loma (San Diego) to Cape Flattery Marine beacons are shown, with their frequency, code signal and op erating schedule. Operators may iden tify the stations and plot radio bear ings without consulting other mari time publications or charts.

A number of tuna clippers and other fishing craft are equipped with loran sets. Latest to be installed are in the California Fish & Game re search vessels *N. B. Scofield* and *Yel lowtail,* the equipment having been supplied by Radiomarine Corporation from its Wilmington branch, George Ahrens, manager.

mbia Canneries Seek ine-Mackerel Suppliers

new sardine and mackerel ies in Colombia are seeking to arrangements with the owners dern, refrigerated and fully ed sardine and mackerel purse to supply them with these fish. nticipated that the fish may be from both the Atlantic and coasts of Colombia. Opera- vill be conducted under official from the government.

acadora Del Prado, Barran- Colombia, is the packing com- eeking to contact fishermen. It ssibilities of year-round opera- The company already packs ardines and mackerel under its Prado" brand, labelled both in h and English.

apa Pacific Oyster Set Is Very Light

fic oysters spawning on Willapa this season failed to produce nercial set of seed, according to eport of the Washington state sts studying this problem.

e there was some spawning ime to time during the season, very small number of spat sur- o set, and the biologists report reat mass of Pacific oysters ld their spawn."

the other hand, the Native on Willapa Harbor spawned sfully throughout the summer. e their relatively small num- fair catch of seed is reported culch was available.

nt's Marina Raises o Test Average

nt's Marina radio test board at has been of so much assist- boat owners in improving the nance of their radiophones that t. 30 it was found necessary to he board's 10 and 25-watt aver- This increase in the test board in these groups was because e performance of radiophones e ratings had also been raised he board was installed about nths ago.

r averages on the board are not ing changed.

e boats with good 5 to 9-watt ations have been able in the light the 10-watt average on ard. They won't be able to do so at the average has been raised, won't mean the sets aren't ming as they once did.

nt's study of the use made of dio test board shows that it is used by a surprising number of and that it provides the infor- on which a great many owners been able to improve the per- nce of their instruments through g the full power of which their e capable.

Southern Sardine Season Stirs Scant Optimism

Southern California's sardine season opened October 1, after the famed Fishermen's Fiesta without much optimism on the part of fishermen and canners that there would be a profitable production.

Scouting by airplane and vessel previous to opening did not reveal presence of large schools. However, such conditions had prevailed before and good fishing had resulted, at least during the early season.

Negotiations looking for increases in raw price from end of last season were being carried on up to presstime. The 1951-52 season finished with the price at $60 per ton. During September the International Fishermen's Union voted to ask for 5c per lb. for sardines, or $100 per ton. The union also asked the same for Jack mackerel; and $120 per ton for Pacific.

Meanwhile, John Real, manager, Fishermen's Cooperative Association, San Pedro, was in negotiation with Los Angeles-Long Beach canners to establish uniform prices for sardines, which, it was the general opinion would be higher than last season.

Carl Nordby, Pioneer Marine Supplier, Passes

Carl F. Nordby, one of the pioneers in the marine supply business in the Northwest, passed away August 28, 1952, at the age of 80, after more than a half century dealing with the marine industry.

Mr. Nordby arrived in the United States in 1895 and after a short period working in Minneapolis moved to Port Townsend, where he worked for the P. F. Nordby Company, becoming vice-president of the company in 1900.

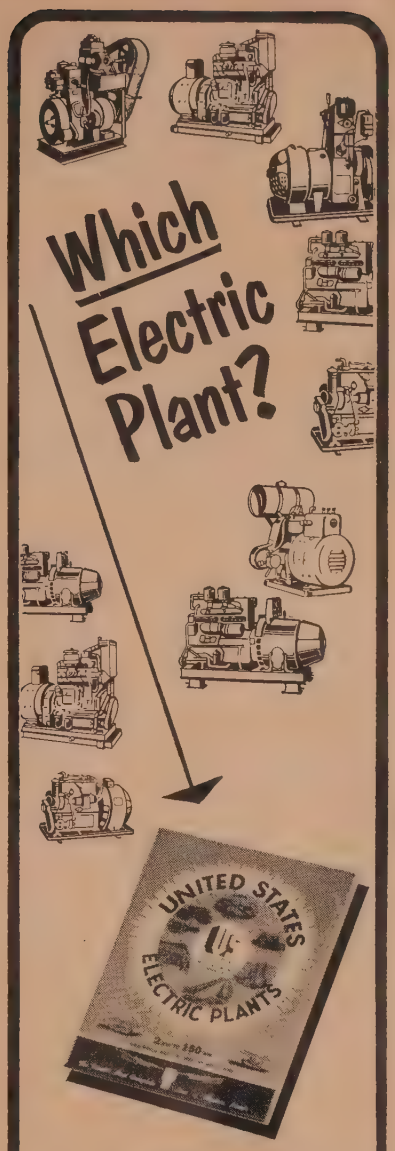
In 1913 the Nordby Company was sold and Carl Nordby went into the grocery business in Ballard.

In 1916 he started the Nordby Fisheries Supply Company and in 1920 reorganized it as the Nordby Supply Company. Since that time until his death Carl Nordby was president of the company bearing his name.

Sockeye-Saving Flow Function of Dam

The Aluminum Co. of Canada has completed construction of a temporary storage dam at the inlet of Cheslatta Lake in the Nechako country of British Columbia.

This water will help maintain minimum flow for fish migrating up the Nechako River after the diversion tunnel at Kenney Dam has been closed in the fall. A permanent storage dam at Cheslatta will be built shortly as a part of the company's $500,000,000 hydro-electric program in connection with its smelter now being built at Kitimat on the west coast.



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Alphen on His Own

Many Pacific fishery operators were interested in the recent Eastern announcement that J. L. "Larry" Alphen, long president of General Seafoods Corporation, subsidiary of the General Foods Corporation, had left that organization.

With associates, he has acquired General Seafoods, Inc., another subsidiary which conducted General Foods' shrimp operations in Louisiana and Texas. The name will be changed to Alphen Seafoods, Inc., and headquarters will continue in New Orleans.

Mason Case Operations Extended to Eureka

Operations at Eureka by the Eureka Cooperative Fisheries remained suspended at presstime after the doors of the firm were locked up during late July, and the wharfside quarters formerly used by the cooperative are now being occupied by the Mason Case Fish Company.

A. B. Lindstrom, president of the Cooperative, said the future of the group still is undetermined, with all of the fishermen formerly delivering to the organization now fishing for other companies. It was indicated that a meeting would be held early in the fall to determine future plans. It was stated that the Mason Case Company has been given a option for permanent lease of the plant.

Al Strachan, former manager of the Coop plant, is now with the Eureka branch of Consolidated Fisheries.

The Mason Case Company also operates at Sausalito and Moss Landing. Mr. Case said his concern plans to handle only tuna and salmon, and expected to mild cure some salmon, shipping the tuna fresh to other markets. Several large cargoes of tuna were received immediately after opening.

Mr. Case is past president of the Pacific Coast Fish Producers, Inc., and has been a prominent figure in the west coast campaign to protect the American tuna industry from Japanese and South American competition.

Liquid Fertilizer Made From Fillet Offal

Liquid fertilizer from fillet processing waste is now being produced in Canada for the first time at the plant of Prince Rupert Fishermen's Cooperative Association.

The waste material is liquefied for spraying without the addition of water, according to Michael Kreuger, chief chemical engineer at the plant.

Two types of fertilizer are being manufactured at Prince Rupert, for gardens and for farms.

Suit Seeks Sun-Pacific Dividend Disbursement

A suit against Jack Crivello, p
dent, was filed by his father
brother, Mariano and Peter Criv
in San Diego Superior Court la
August to require Sun-Pacific,
to declare dividends. The comp
charged the company head had
vented the firm from declaring
dividend for many years past,
though it has on hand large amo
of cash."

The suit also alleged that the
motivating factor for non-declara
of dividends" is that the defen
"would be subject to high pers
taxes." Also charged was that
corporation has been under the
ination and control of Jack Criv
for many years and his refusa
declare dividends is endangering
corporate assets which should be
in payment of dividends becaus
the provision of Federal income
laws related to undistributed pro

The complaint, filed by Josep
Alioto, San Francisco attorney,
total assets of $3,584,010, which
cludes $236,250 in cash; $1,498,42
U. S. government and treasury no
$245,000 receivable from Westg
Sun Harbor Company; $120,401
vested in foreign operations; $112
invested in raw fish; $48,870 in can
fish.

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ned Mackerel Sales in Important Scope

kerel was more than pulling eight for Southern California rs in August, after such a dis- s early season. By September 1 nnage had climbed within 4,329 or the eight months period of ear, and 52,136 cases. Thus, for eason to that date, the gross ge had reached 32,092 tons, Pa- nd Jack combined, against 36,421 n the same period, 1951. Cases 529,385 against 581,521.

ned mackerel continued to be item in the markets where it cceptance across the country. s due, of course, partly to a increase of mackerel sales year ar, but more to the acute short- canned sardines.

August yield for Southern Cal- a waters was 10,026 tons as red to 7,783 tons last August. ase production was 200,851. In on, 497 tons of anchovies were sed in southern canneries, pro- 8,881 cases of ½s oblong. Quo- s, f.o.b. west coast continued Pacific, 1 lb. talls, 48, $8.00; same, $7.25. Buying was brisk.

Salmon Booklet blishes High Standard

erick L. Haig-Brown, noted , author and authority on n Columbia fishing, is the au- f a new, handsomely produced t on "Canada's Pacific Salmon," distributed by the Canadian de- ent of fisheries. The story, which ally appeared in a Canadian aphic publication, is accom- by some excellent colored pho- hs and drawings.

e Pacific salmon runs are a part world's riches," writes Haig- n. "It may once have been h to consider them Canadian or can, but in this present era of sing international awareness it dent that they are one of the s great sources of protein foods s such, of vital concern to the human race."

Quarter-pound pliofilm packages extend the market for sliced smoked salmon packed by Three Star Smoked Fish Co., Los Angeles, which has found profit in following the trend toward small consumer packages.

Small Pliofilm Package For Smoked Salmon

Three Star Smoked Fish Co., Los Angeles, recently concluded that it needed a smaller - than - eight - ounce consumer package of its fancy sliced smoked salmon—and adopted a 3.75-oz. package of pliofilm printed in three colors.

The package, by Milprint, is similar to the familiar bacon package. Slices of salmon are placed on a board, which is then overwrapped by hand with a pliofilm sheet. So wrapped, the product has a shelf life of from three to four weeks without any apparent drying out or loss of weight when kept under refrigeration.

Simon Jaffe, president of Three Star, reports results in local markets are excellent, and that freight costs have been cut down considerably on long distance shipments.

He believes that this smaller package will be tried by persons who have never before tried sliced smoked salmon, pointing out that a shopper will be willing to buy a small amount of a new food, but is unwilling to buy a large amount.

The design in red and blue, against a background of white, surrounds a large package "window" through which the product can be seen. All the color and texture of the delicacy can be examined by the customer. Oil is not used in the new package.

Atkins, Kroll Moves

Atkins, Kroll & Co., importers, exporters and domestic merchants, with offices in Los Angeles, San Francisco, Guam and Manila, announce the Aug. 4 removal of their Los Angeles office to the Subway Terminal Building, 417 South Hill St., Los Angeles 13.

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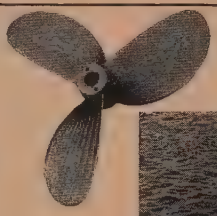

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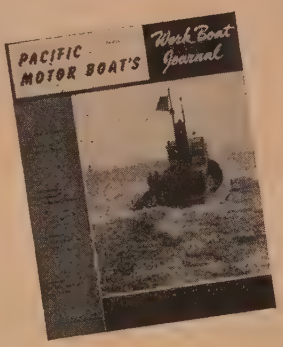

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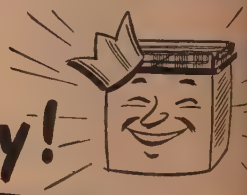

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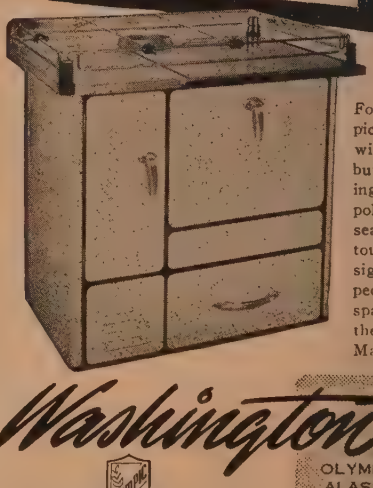

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OLYMPIC ALASKA NEPTUNE WORK

LINES and LEADERS

pnik Handles Sales hepherd Marine

Chalupnik has been appointed anager for Shepherd Marine in San He is a familiar and well-liked of the marine industry, having Southern California since 1913 and as a member of Shepherd Marine San Diego for eight years.

as formerly service manager for d services in San Diego and he re- Webb Hurt, who has gone into busi- himself in Texas.

m Palmer has been appointed San Service Manager for Shepherd. He over seven years of shop experi- ith Shepherd and has been working esel engines and allied equipment years.

al Noble Joins Nordberg

election of Admiral A. G. Noble, Retired) as executive vice presi- member of the executive commit- a member of the board of directors Nordberg Manufacturing Company, kee, was announced recently by E. Friend, president, and James A. senior vice president.

al Noble comes to Nordberg from Parry Corp. of Toledo, where he e president and general manager is retirement from the Navy.

berg Manufacturing Company, es- d in 1890, has long been a major n the production of Diesel engines.

eaners Available Cat" Marine Engines

ith air cleaners are now available chments for all 12 sizes of Cater- arine engines.

ir cleaners are of established de- which air on its way to the passes upward through many oil screens. The units may be mount- lace of intake air silencers which ndard Cat marine engine equip-

e nets are handled or dried near ine, sand, particles of salt and bits may find their way to the engine

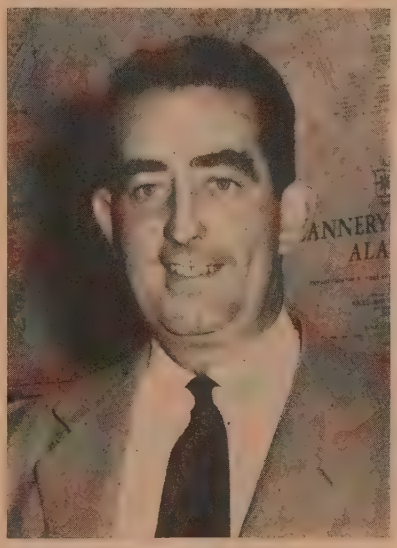
um of space is used for the at- t, and installation leaves the en- mpact and uncluttered in appear-

Murphy Diesel Designates Bartlett N. W. Representative

Bradley Bartlett, Seattle, has been appointed Northwest District representative for the Murphy Diesel Company covering Washington, Oregon, Northern California, Northern Idaho and British Columbia. Bartlett succeeds P. F. Rundle, veteran Murphy representative in this area.

"Brad" Bartlett brings to his new job wide experience with diesel engine applications of all kinds having spent many years in the field, both marine and industrial.

The Murphy line of diesel engines have been well received by Pacific Coast fishermen, work boat and industrial operators and the addition of Bartlett to the Murphy staff points up the growth of the Pacific Coast as an important part of the company's annual business.



Bradley Bartlett, who this summer was appointed Pacific Northwest regional representative of Murphy Diesel Co.

Charles M. Myers, left, who started as a cutter boy with Fibreboard Products, Inc. in 1902 and worked up to mill superintendent, receives congratulations from T. N. Bland, president of the company, on completion of 50 years of continous service.

Wallace Davidson

W. Davidson Starts Own Boat Brokerage Business

An old-timer in the boat brokerage business has hung out his own shingle at Seattle in August when Wally Davidson, widely known boat broker, formed the Wallace R. Davidson Company, with office on the East Waterway Dock, Seattle.

Davidson reports that his company will have listings on every type of commercial fishing vessel, cannery craft and work boats of all kinds.

Of particular interest to operators is the fact that Davidson has done considerable business in Canada and is widely known there.

He has been in the marine business for over 15 years and has been associated with one of the local marine brokerage houses for the past three years.

Sweeney Is New Sales Manager For P&H Diesel Engines

Don E. Sweeney, formerly associated with General Motors Corporation, is the new Sales Manager of P&H's Diesel Engine Division, succeeding R. H. Fitz, according to an announcement from Harnischfeger Corporation.

Mr. Sweeney brings to his new position a broad background of experience and ability in the diesel engine field. His seven years with G.M.C. were spent in the Detroit Diesel Engine Division as Zone Sales Representative and Zone Sales Manager. In these capacities he was in charge of all distributor operations for seven Midwestern states.

Cowelco Firm Producing "Quartermaster" Steering Aid

The "Quartermaster," automatic steering with electric push button remote control, in use in the marine field for some seven years, has been acquired by the Cowelco Company of Long Beach, Calif., and is now being manufactured and sold by the company's partners, Ward and Wesley Theisen.

With the automatic pilot the operator of a boat, commercial or pleasure craft, can set and change course by the turn of a knob, eliminating the necessity of using the clutch and bringing the vessel on course by hand. A 35-foot electric cord permits completely flexible remote control from any part of the vessel.

Chet Brown of Long Beach recently installed a Quartermaster on his fishing boat Reveille.

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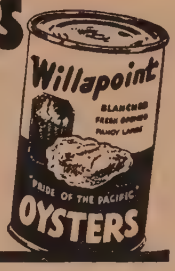

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...on Machine Works Gets ...th No. Calif. Distribution

...son Machine Works Co., 235 First ...n Francisco, one of the Pacific ...oldest and best known marine en...tributors and repair and installa...ns, has been appointed northern ...ia distributor of the well known ...n line of marine engines, according ...nouncement by William Marching...-president of the Thomson Machine Co.

...ave on hand a complete stock of ...n engine replacement parts, and in ...lay rooms is a representative group ...opular Kermath line of engines," ... Marchington.

...th engines come in sizes from 5 ...p. Among the most popular models ...ee six cylinder models, the Sea ...00 hp. at 3600 rpm.; Sea Rover, 130 ...3000 rpm., and Sea Mate Special, ...at 3000 rpm.

...here is the Sea-Jeep, a four cylin...ne, with 134 cu. in. displacement, ...uts out 61 hp. at 3600 rpm., and is ... to be surprisingly low on gas ...tion; the Sea-Cub, another four ... engine, with 25 hp.; and the Sea... two cylinder engine developing ...t 3000 rpm.

...ta Offers Special Leader

...ta Bros., San Francisco and Mon...shermen's supply and equipment ...as introduced a line of stainless ...re leaders made to its own speci... according to Tony Cincotta, man... the company.

...ader is put out under the Cinco ...nd comes in 10 to 18 gauge. Mr. ... reports that fishermen are very ...stic about the new stainless steel

...emperature Fish Meal Subject of Bulletin

...ght-page illustrated bulletin, re...ssued by Standard Steel Corpora...os Angeles, describes the new ...-Hersey Low Temperature Fish ...yer, Type KLT, discussed in an ...n this journal in August, 1951.

...anufacturer claims definite advan...or this low temperature dryer. ...ow that by holding the inlet throat ...ure of Type KLT Dryer below ... and the meal temperature below ... scorching and burnt odors are ...ed, a higher yield of fish meal is ..., moisture content is better con... and protein and vitamin values ...paired.

...urther claimed that this new type ...g unit complies with the rigid Los ... anti-smog ordinance, eliminating ...essity for expensive auxiliary ...nt to prevent air pollution. The ... shows comparative figures ob...tained from testing this dryer against conventional high temperature equipment.

The Type KTL low temperature rotary fish meal dryer is available in various sizes and capacities. A chart shows yield of fish meal in tons per hour per ton of raw fish obtained from each size of unit.

Copies of this bulletin may be had by addressing Standard Steel Corporation, 5013 Boyle Avenue, Los Angeles 58, California.

Otto S. Meltzer, right, Pacific Coast representative of the R. J. Ederer Co., is pictured here presenting to George W. Sunde, general manager of the Sunde & d'Evers Co., Seattle, an authorzied dealer's plaque, a new mark of Ederer recognition for dealers who are in constant contact with Ederer factory trained representatives, who work with commercial fishermen with the dual aim of meeting their problems and maintaining an endless effort to improve the company's netting products. At the left of the picture is Henry Russell, Sunde & d'Evers Co. purchasing agent; with Roland Akse, manager of the firm's commercial fishing department next.

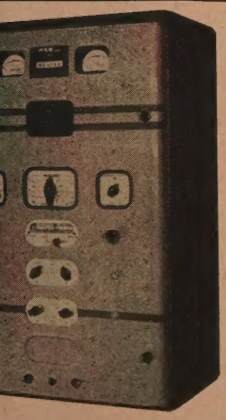
R. D. Ladd, Pacific Coast manager, Plymouth Cordage Co., is back at his San Francisco headquarters from an extended trip to Plymouth, Mass., which included a sales conference. Mr. Ladd took his family, consisting of his wife, two boys and two girls on the trip, since they all formerly lived in Massachusetts.

Robert L. "Bob" Parker, for some years foreign representative for R. E. Manns Company, refrigeration engineers, Wilmington, has been named west coast factory representative for the Worthington Corporation, making his headquarters at San Francisco and traveling the 11 western states in a goodwill capacity.

Marathon Steps Up Sales Effort on Frozen Foods

Marathon Corporation, Menasha, Wisconthe appointment of a sales manager for frozen food packaging. He is Fred M. Deutsch, who will have full charge of all sales activities in connection with Marathon's cartons and overwraps for frozen throughout the United States.
food products, through sales representatives in all parts of the country.

A pioneer and acknowledged leader in the frozen food packaging business, Marathon developed the first one-piece frozen food carton for automatic packaging. Continuing its development of new ideas, Marathon made frozen food packaging history again this year when it introduced the first one-piece shrimp carton made without staples. The company has also developed a top quality overwrap for frozen food packages, using its own special Tyton coating, a high-gloss wax with substantially stronger sealing qualities than any grades previously offered to the industry. Tyton overwraps are also known for their high fidelity pictorial reproduction and are used by leading frozen food packers.



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Adams Net & Twine Co. 3
Alaska Steamship Co. 78
Albina Engine & Machine Works 58
American Can Co. 8
American Manufacturing Co. 37
Amino Products Div. 7
Atlas Paint & Varnish Co. 76

J. R. Barry & Co. 24
Blackburn & Co., W. R. 50
Bludworth-Marine 51
Brownell & Co., Inc. 43
Bryant's Marina 50
Buelow & Co., Inc., C. F. 63

California Marine Curing & Packing Co. 24
Camillo, J. J. 78
Campbell Machine Co. 78
Canal Electric Co. 51
Carruthers Co., E. H. 58
Caterpillar Tractor Co. 9
Central Fish & Oyster Co. 65
Columbia River Packers Assn., Inc. 62
Consolidated Services, Inc. 58
Continental Can Co. 45
Cooper-Bessemer Corp. 11
Cowelco 41
Credit Managers Assn. 42

D'Acquisto & Sons, A. 78
DeFever, Arthur 78
Delca Fish Presevators, Inc. 63

Electric Storage Battery Co. Inside Back Cover
Electromatic Sales & Service 50
Engine Sales & Service, Inc. 35
Enterprise Eng. & Mchy. Co. 60
Enterprise Mfg. Co. 42

Fairbanks, Morse & Co. 60
Farwest Wrangell Co., Inc. 78
Federal Propellers 66
Fellows & Stewart 51
Fibreboard Products, Inc. Outside Back Cover
Fish Net & Twine Co. 56
Fishermen's Packing Corp. 71
Forster Shipbldg. Co. 51
Freeman, Doc 50
Freeman, Wood 39
Fremont Electric Co. 31
Frohman & Sons, L. H. 75

Gavin Bros., Inc. 62
Gosse, Co., F. A. 62
Grandy Boat Co. 80

Haines Oyster Co. 78
Hall-Young Co. 50
Hallet Mfg. Co. 49
Hanson, H. C. 78
Harbor Boatbldg. Co. 50
Harnischfeger Corp. 28
Heminway & Bartlett Mfg. Co. 43
Hiller, Paul W. 80

Ingersoll-Rand Co. 12
International Minerals & Chemicals Corp., Amino Prods. Div. 7

Johnson Motors 6

Kaar Engineering Co. 74
Kelley-Clarke Co. 63
Kettenberg Boat Works 35
Kohlenberger Engineering Corp. 80
Kolstrand Mfg. Co. 78
Korody Marine Corp. 76

Lambie Propeller Co. 76
Larson Boat Shop, Al 51
Lathrop Engine Co. 74
Lawrence Co., J. E. 75
Linen Thread Co., Inc. 38
Long Beach Salt Co. 76

MacDonald & Co., D. K. 46
Marine Equipment Co. 50
Marine Products Co., Pumps 80
Mathers Supply Co. 47
McKinney Co., H. G. 50, 51
McLaughlin Co., Inc., H. G. 78
Metal Marine Pilot 39
Moffitt, Inc., Lucian Q. 10
Monk, Edwin 51
Mt. Vernon-Woodberry Mills 13
Murphy Diesel Co. 36

National Steel & Shipbldg. Corp. 78
National Supply Co., Engine Div. ..... 35, Inside Front Cover
N. C. Marine 41
Newby, G. Bruce 78
New England Fish Co. 62
Nordberg Mfg. Co. 52, 70
Nordby Supply Co. 44
Northern Products Corp. 75
Northwest Instrument Co. 47
Nuttall-Styris Co. 78

Oceanic Sales Co. 60
Oxenberg Bros., Inc. 63

Pacific American Fisheries, Inc. 54
Pacific Bearing & Eqt. Co. 50
Pacific Electronics 31
Pacific Marine Supply Co. 14
Pacific Tel. & Tel. Co. 58
Pacific Towboat & Salvage Co. 50
Pacific Work Boat 76
Package Machinery Co. 10
Pan American Radio Corp. 79
Pan Asiatic Trading Co., Inc. 50
Pauls Fish Net Co. 26
Petersburg Cold Storage Co. 78
Portable Light Co., Inc. 66
Powers Refrigeration 78

Radiomarine Corp. of America 32
Raytheon Mrg. Co. .....
Red Wing Motor Co. .....
Roebling's Sons Co., John A. .....
Rudd & Cummings .....

San Diego Marine Constr. Co. .....
San Juan Fishing & Packing Co. .....
Seaside Supply Stores .....
Shepherd Marine .....
Shore Line Diesel Maintenance .....
Sperry Gyroscope Co. .....
Standard Oil Co. .....
Standard Steel Corp. .....
Starr Net Co., A. M. .....
Stay-Tite Products Co. .....
Stix, Inc., Robert L. .....
Sudbury Laboratory 45

Tacoma Boatbldg. Co. .....
Tide Water Associated Oil Co. .....
Tubbs Cordage Co. .....
Turner-Halsey .....
Twin Disc Clutch Co. .....

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United States Motors Corp. .....
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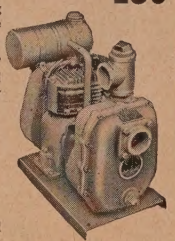

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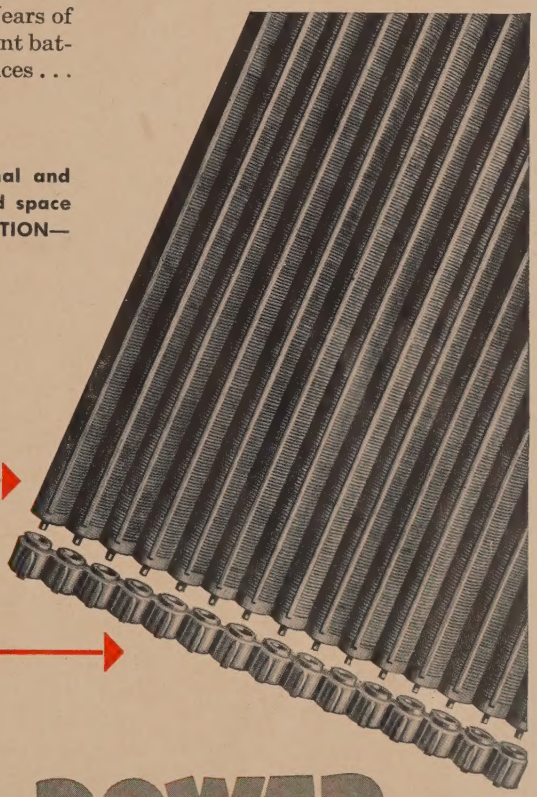

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